ACKNOWLEDGMENT OF COMPLETION REPORT

FOR

BNSF PANHANDLE DERAILMENT
WEST OF INTERSECTION U.S. HIGHWAY 60
AND FARM-TO-MARKET 293E SPUR
PANHANDLE, CARSON COUNTY, TEXAS

Prepared for

U.S. Environmental Protection Agency
Will LaBombard, Project Officer
1445 Ross Avenue
Dallas, Texas 75202

Contract No. EP-W-06-042
Technical Direction Document No. 1/WESTON-042-16-023
WESTON WON 20406.012.001.1019.01
NRC No. 1151859
FPN ID N/A
CERCLIS ID N/A
EPA OSC William Rhotenberry
START-3 PTL Jóse Ojeda

Submitted by

Weston Solutions, Inc.
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September 2016

500025298

1. INTRODUCTION

On 28 June 2016, a representative of BNSF Railway (BNSF) reported a discharge of diesel to the National Response Center (NRC) Report No. 1151859, due to a collision of two freight trains west of the intersection of U.S. Highway 60 and Farm-to-Market (FM) 293E Spur in Panhandle, Carson County, Texas. An unknown volume of diesel was reported to have impacted the ballast of the rail line. The cause of the collision is unknown as of the date of this report. On 28 June 2016, the U.S. Environmental Protection Agency (EPA) Region 6 Emergency Management Branch (EMB) activated Weston Solutions, Inc. (WESTON®), the EPA Region 6 Superfund Technical Assessment and Response Team (START-3) contractor, to conduct a Tier 2 incident response. Under direction from EPA On-scene Coordinator (OSC) William Rhotenberry and as outlined in Technical Direction Document (TDD) No. 1/WESTON-042-16-023 (Attachment I), START-3 was tasked to assess the impact of the incident and response activities; to document the incident and response activities; to analyze data that was collected; to provide technical support to EPA; to provide website updates; and to complete this Final Report.

The geographic coordinates of the train collision where the discharge originated are Latitude 35.345103° North and Longitude 101.368887° West, as determined by using a handheld Global Positioning System (GPS) based on the World Geodetic System – 1984 (WGS-84) with accuracy estimated at less than 50-feet circular probable error. A Site Location Map, Site Area Map, and Site Layout Map are included as Attachments A, B, and C, respectively.

2. BACKGROUND

On 28 June 2016 at approximately 0825 hours, two BNSF freight trains collided head-on in Panhandle, Carson County, Texas, on the main rail line known as the Southern Transcon. Initial information received by the NRC reported an unknown volume of diesel fuel spilled onto the ballast of the rail line. An incident update by BNSF and the Texas Commission on Environmental Quality (TCEQ) reported diesel from the eight locomotive engines (four engines per train) involved in the incident was burning, with no emergency evacuations or road closures initiated in the area. Three BNSF personnel were unaccounted for and presumed dead by the Texas Department of Public Safety.

Four locomotives and six railcars from the southwest bound train were derailed as a result of the collision with the northeast bound train. The six damaged railcars contained mixed commodities with no hazardous materials (HAZMAT) listed on the railroad consists. The consists listed four railcars as containing HAZMAT, but these railcars were not affected by the collision.

Four locomotives and nine railcars from the northeast bound train were derailed due to the collision with the southwest bound train. Railcars 3 and 7 were listed as containing HAZMAT on the railroad consists. Railcar 3 was listed as UN1866, resin solution (resin solution flammable), and Railcar 7 was listed as UN1325, flammable solid organic, N.O.S. (aluminum). The remaining damaged railcars were listed as mixed commodities with no HAZMAT listed on the railroad consists. The northeast bound train had three other HAZMAT rails that were unaffected.

Due to changing on-site weather conditions and variable wind direction, an evacuation of a residential area located north-northwest of the incident location was initiated.

3. SUMMARY OF ACTIONS

On 28 June 2016, the EPA Team mobilized to the Carson County Law Enforcement Center and met with Environmental Investigators for the TCEQ Amarillo Region Office. An incident briefing was conducted with the EPA Team, and then the teams proceeded to the incident location.

At the incident location, the EPA Team met with Derrick Lamkin, BNSF representative, and their environmental contractors, Center for Toxicology & Environmental Health LLC (CTEH). CTEH described the current air monitoring and sampling operations that included hourly air monitoring from 13 Fixed Real Time (FRT) locations. At each FRT location, CTEH conducted air monitoring for volatile organic compounds (VOCs), particulate matter (PM 2.5), carbon monoxide (CO), nitrous oxide (NO), and sulphur dioxide (SO_2). Hourly air sampling was conducted at 4 FRT locations for aldehydes, metals, polycyclic aromatic hydrocarbons (PAHs), and VOCs (Attachment D).

The EPA Team reviewed the available data collected by CTEH. Particulates appeared to be the primary contaminant of concern. The EPA Team proceeded to locations north of U.S. Highway 60 (directly downwind of the incident) to conduct air monitoring utilizing two DataRAM 4^{TM} Particulate

Monitors. Particulate readings ranged from 0.03 milligrams per cubic meter (mg/m^3) to 1.60 mg/m^3. Prevailing winds were gusting and there were no sustained readings.

On 28 June 2016, the remains of two BNSF crew members were found. The third BNSF crew member has not been found as of the date of this report and is presumed dead.

On 29 June 2016, the EPA Team and two TCEQ Environmental Investigators accompanied CTEH personnel to conduct air monitoring concurrently at the 13 FRT monitoring locations. Average particulate readings for the locations ranged from 0.001 mg/m^3 to 0.007 mg/m^3.

BNSF began wrecking operations that consisted of accessing the impacted railcars to evaluate the condition of the cargo, and stormwater controls (absorbent boom) were placed in the ditches to prevent off-site hydrocarbon migration. Vacuum trucks were mobilized and used for diesel fuel and oil recovery.

At approximately 1300 hours on 29 June 2016, a discussion was held with BNSF regarding remaining environmental issues. BNSF representatives stated that once site safety was established and the National Transportation Safety Board (NTSB) concluded their investigation, impacted soils from discharged diesel, engine oil, and various commodities whose containers were breached and spilled, would be excavated, sampled, and sent to either a local non-hazardous landfill or to a designated hazardous waste facility per TCEQ instructions and oversite.

Based on site conditions and the briefing conducted with BNSF representatives and TCEQ personnel, OSC Rhotenberry released the EPA Team from the site on 29 June 2016.

Recovery operations continued from 30 June 2016 through 21 July 2016, which included the recovery of 13,600 gallons of diesel fuel, 550 gallons of lube oil, and 1,500 gallons of oil/water. Additional derailment materials as well as burnt rail car contents and commodities were recovered and placed into roll off boxes or stockpiled on plastic sheeting pending off-site disposal.

Recycling and disposal of the various waste streams will continue until cleanup operations are complete. Confirmation samples will be collected by BNSF representatives following waste disposal activities. The samples will be analyzed for total petroleum hydrocarbons (TPH) by Method

TX1005/1006, VOCs by Method 8260, semivolatile organic compounds (SVOCs) by Method 8270), Resource Conservation Recovery Act (RCRA) metals plus aluminum by Method 6010. If elevated concentrations of constituents of concern are reported, then additional material will be removed. A second confirmation sample will be collected at that location and analyzed, if necessary. This procedure will be repeated until analytical data confirms that all impacted material has been removed.

This Final Report was prepared as part of the requirements of TDD No. TO-0001-42-16-23 and serves as documentation of work completed. Digital photographs, the NRC Report, the site logbook, the pollution report, and TDD No. 1/WESTON-042-16-023 are provided as Attachments E, F, G, H, and I, respectively.

4. LIST OF ATTACHMENTS

A. Site Location Map

B. Site Area Map

C. Site Layout Map

D. CTEH Summary of Air Monitoring Results

E. Digital Photographs

F. NRC Report No. 1151859

G. Site Logbook

H. Pollution Report

I. TDD No. 1/WESTON-042-16-023

☐ The EPA Task Monitor did not provide final approval of this report prior to the completion date of the work assignment. Therefore, Weston Solutions, Inc. has submitted this report absent the Task Monitor's approval.

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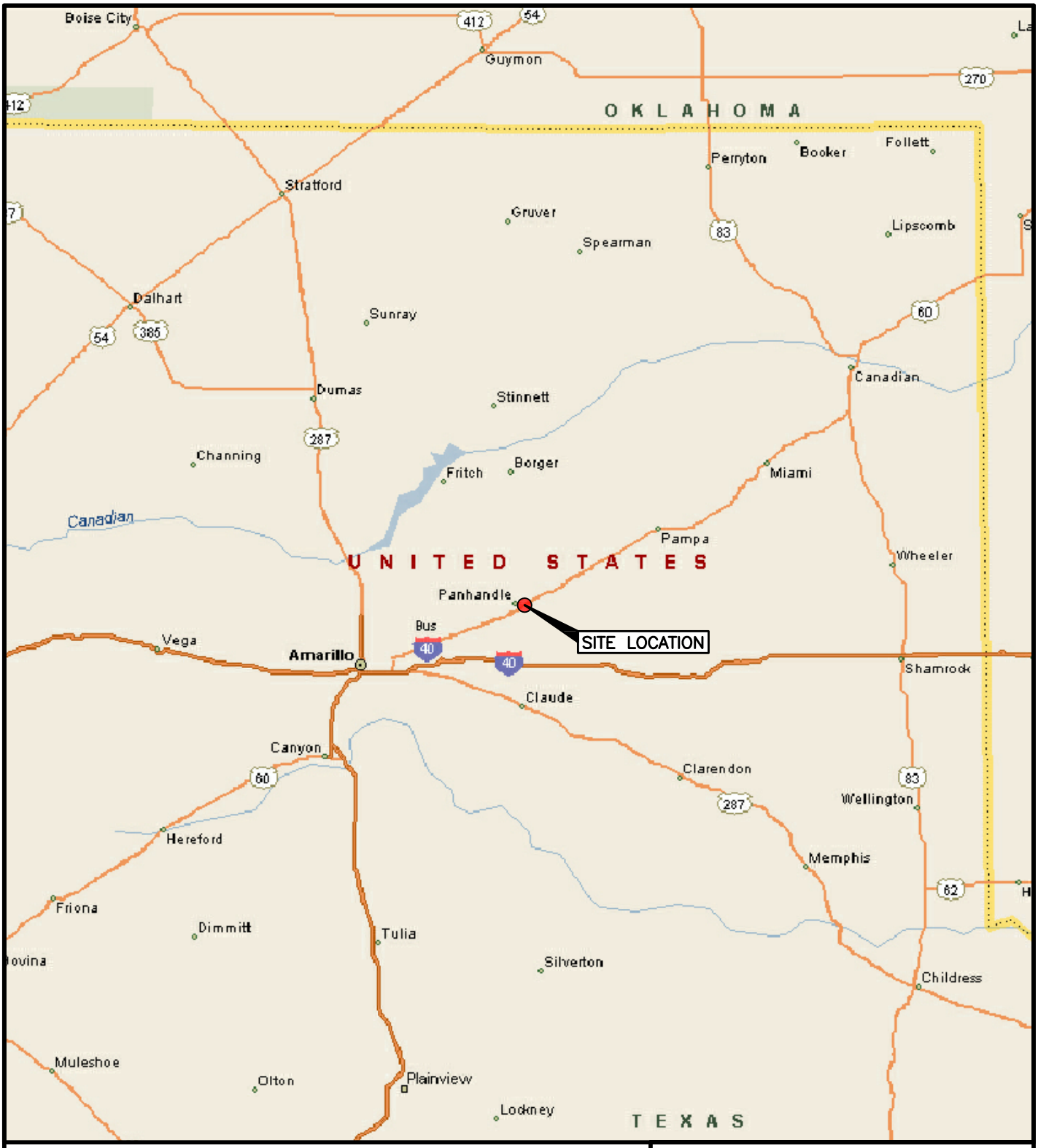
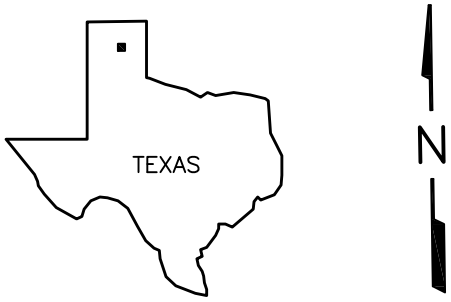
Attachment A

Site Location Map





SOURCE: MICROSOFT STREETS 2010.
NRC No.: 1151859
TDD No.: 1/WESTON-042-16-023

US EPA REGION 6

ATTACHMENT A
SITE LOCATION MAP

BNSF PANHANDLE DERAILMENT
WEST OF INTERSECTION U.S. HIGHWAY 60 AND FARM-TO-MARKET 293E SPUR
PANHANDLE, CARSON COUNTY, TEXAS

DATE:	W.O. #	SCALE:
AUG 2016	20406.012.001.1019.01	NOT TO SCALE

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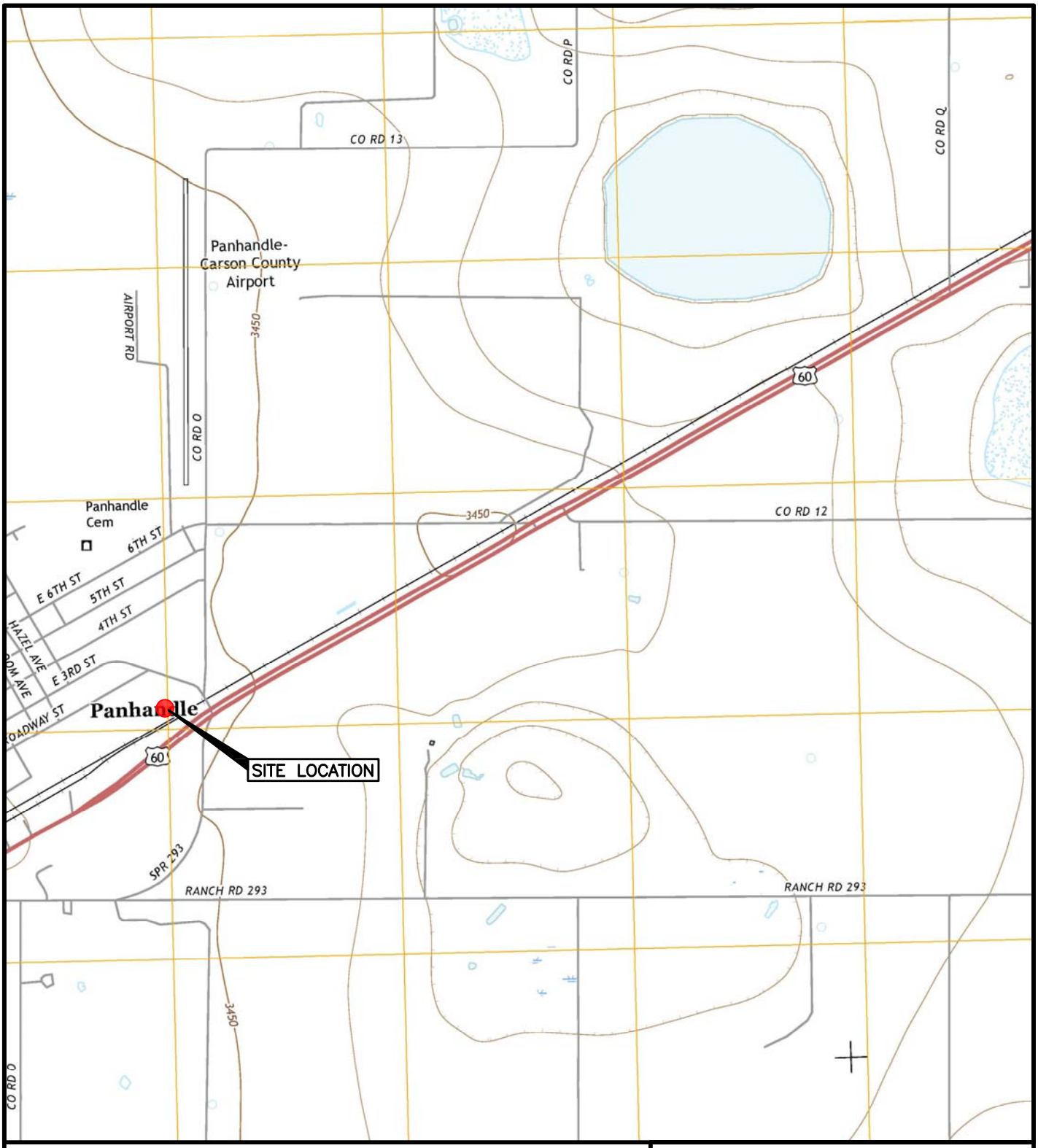
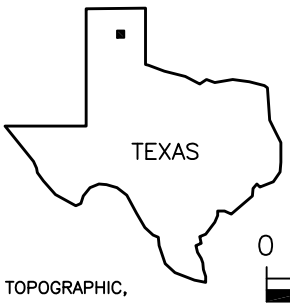
Attachment B

Site Area Map





N

0 1000 2000

SCALE IN FEET

SOURCE: USGS 7.5 MINUTE SERIES TOPOGRAPHIC, PANHANDLE EAST, TEXAS (2016).
NRC No.: 1151859
TDD No.: 1/WESTON-042-16-023

US EPA REGION 6

ATTACHMENT B
SITE AREA MAP
BNSF PANHANDLE DERAILMENT
WEST OF INTERSECTION U.S. HIGHWAY 60 AND FARM-TO-MARKET 293E SPUR
PANHANDLE, CARSON COUNTY, TEXAS

DATE:	W.O. #	SCALE:
AUG 2016	20406.012.001.1019.01	AS SHOWN

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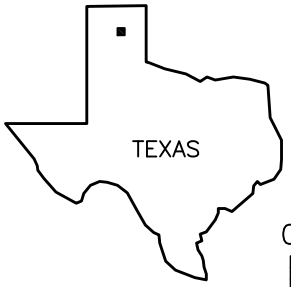
Attachment C

Site Layout Map



N

0 300 600

SCALE IN FEET

SOURCE: GOOGLE EARTH PRO AERIAL 2016.
NRC No.: 1151859
TDD No.: 1/WESTON-042-16-023

US EPA REGION 6

ATTACHMENT C
SITE LAYOUT MAP

BNSF PANHANDLE DERAILMENT
WEST OF INTERSECTION U.S. HIGHWAY 60 AND FARM-TO-MARKET 293E SPUR
PANHANDLE, CARSON COUNTY, TEXAS

DATE:	W.O. #	SCALE:
AUG 2016	20406.012.001.1019.01	AS SHOWN

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CTEH CENTER FOR TOXICOLOGY AND ENVIRONMENTAL HEALTH, LLC

Panhandle, TX
BNSF Train Collision/Fire

Summary of Air Monitoring Results

June 29, 2016

Prepared by
Center for Toxicology and Environmental Health, L.L.C.

Introduction

This report summarizes the work conducted by Center for Toxicology and Environmental Health, LLC (CTEH®) in response to a request for air monitoring support by BNSF Railway following the head-on collision and subsequent fire of locomotives and intermodal cars near Panhandle, TX. On June 28, 2016, CTEH® conducted real-time air monitoring to evaluate the potential presence of carbon monoxide (CO), nitrogen oxide (NO), particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), total volatile organic compounds (VOCs), and atmospheric flammability as a percentage of the lower explosive limit (LEL). This submittal summarizes real-time air monitoring data recorded on CTEH® instrumentation between the beginning of monitoring activities on June 28, 2016 17:00 to June 29, 2016 12:00.

Real-time Air Monitoring

CTEH® efforts consisted of manually-logged real-time air monitoring using handheld instrumentation. Real-time air monitoring was conducted to assess air quality in the community as well as the breathing zone of workers involved in the response. Monitoring was conducted using instruments such as the RAESystems MultiRAE Plus and MultiRAE Pro, and Gastec pumps with chemical-specific colorimetric tubes. Table 1 summarizes the air monitoring data for manually-logged real-time readings in the community. Table 2 summarizes the air monitoring data for manually-logged real-time readings taken to assess worker breathing zone air quality. Attachment A contains incident maps including site location, topography and hydrography, and manually-logged handheld real-time reading locations.

Analytical Air Sampling

CTEH® efforts consisted of deploying analytical sampling media at four locations to collect samples for the following profiles: metals, aldehydes, polynuclear aromatic hydrocarbons (PNAHs), and volatile organics using integrated sampling pumps and Minicans. Sampling for metals, aldehydes, and PNAHs are run in concurrent 12 hour periods. The hydrocarbon profile sampling period is 24 hours.

All samples will be sent to an American Industrial Hygiene-accredited analytical testing lab and results reported in future submittals as they become available.

Table 1: Manually-Logged Real-Time Air Monitoring Summary: Community Breathing Zone
June 28, 2016 17:00 to June 29, 2016 12:00

Analyte	Count of Readings	Count of Detects	Detection Range
CO (ppm)	82	0	< 1 ppm
LEL (%)	3	0	< 1 %
NO (ppm)	16	0	< 0.1 ppm
PM2.5 (mg/m3)	83	83	0.001 - 2.530 mg/m3
SO2 (ppm)	29	0	< 0.1 ppm
VOC (ppm)	83	0	< 0.1 ppm

[1]*If detections were not observed, analyte concentration is shown as less than the instrument detection limit.*

Table 2: Manually-Logged Real-Time Air Monitoring Summary: Worker Breathing Zone
June 28, 2016 17:00 to June 29, 2016 12:00

Analyte	Count of Readings	Count of Detects	Detection Range
CO (ppm)	58	10	1 - 14 ppm
LEL (%)	6	0	< 1 %
NO (ppm)	28	0	< 0.1 ppm
PM2.5 (mg/m3)	52	52	0.003 - 3.420 mg/m3
SO2 (ppm)	22	2	0.2 - 0.3 ppm
VOC (ppm)	64	7	0.1 - 0.6 ppm

[1]*If detections were not observed, analyte concentration is shown as less than the instrument detection limit*

Attachment A:

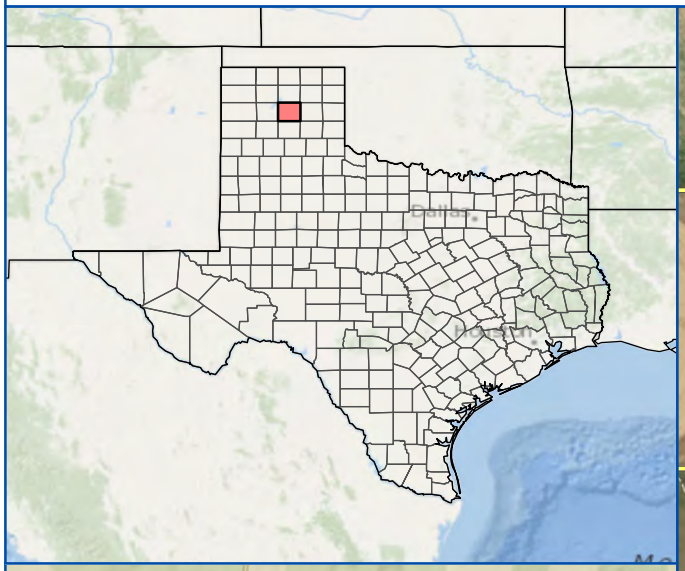
Incident Maps

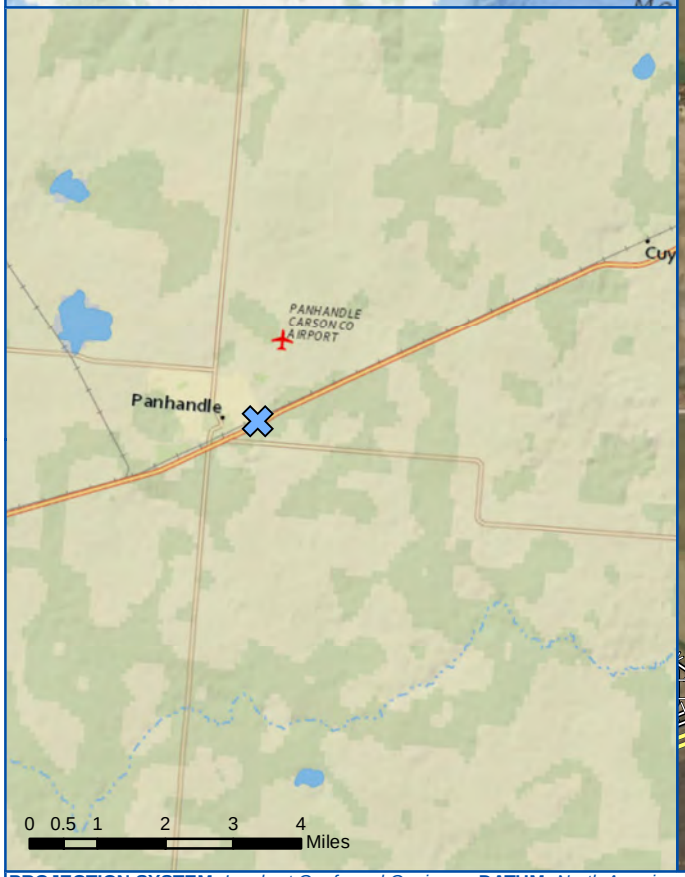
BNSF Collision Response

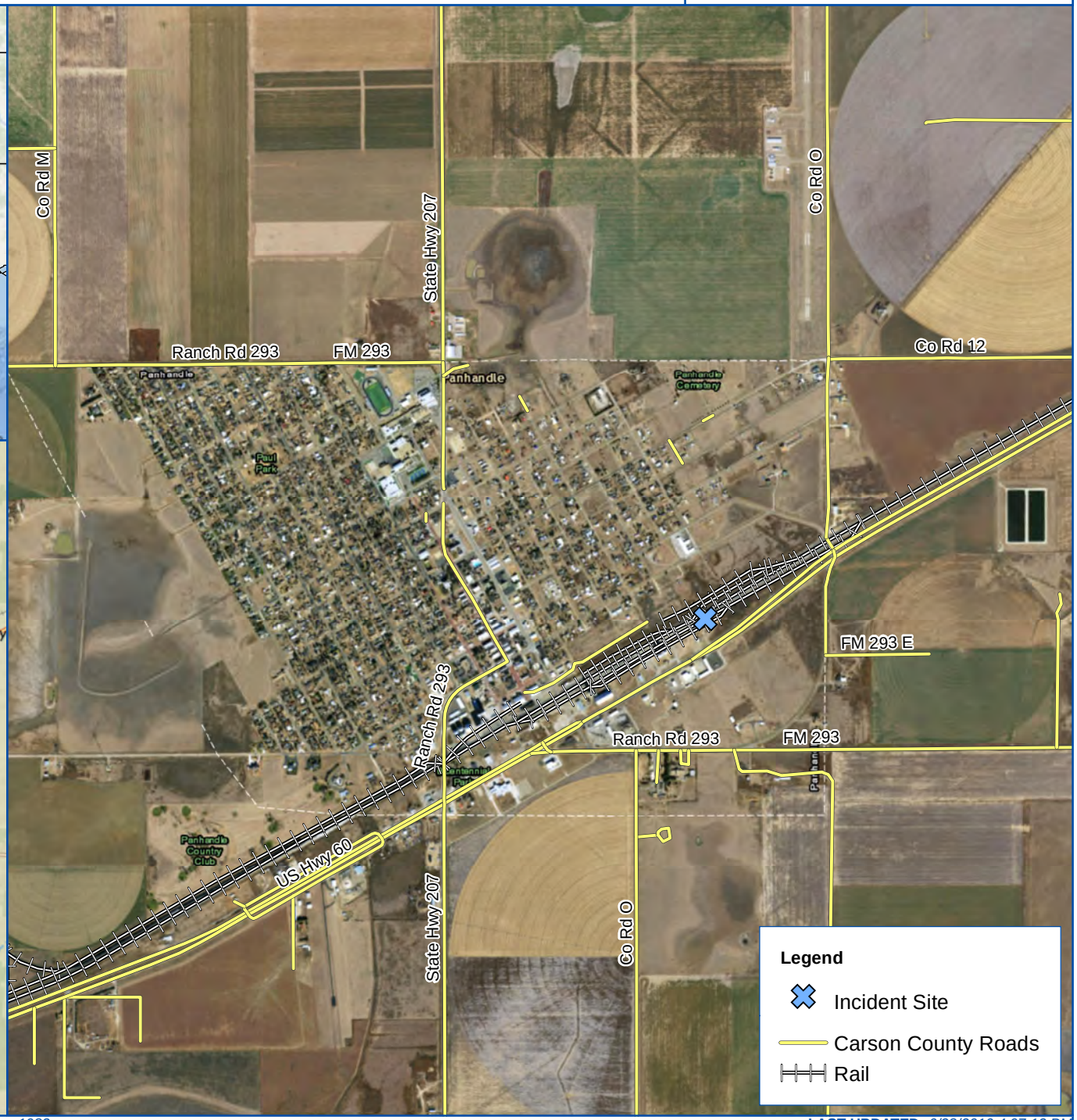
Incident Site Location

0 0.125 0.25 0.5 0.75 1 Miles

Project: 108231
Client: BNSF
City: Pandhandle, TX
County: Carson







PROJECTION SYSTEM: *Lambert Conformal Conic* **DATUM:** *North American 1983* **LAST UPDATED:** *6/28/2016 4:07:13 PM*

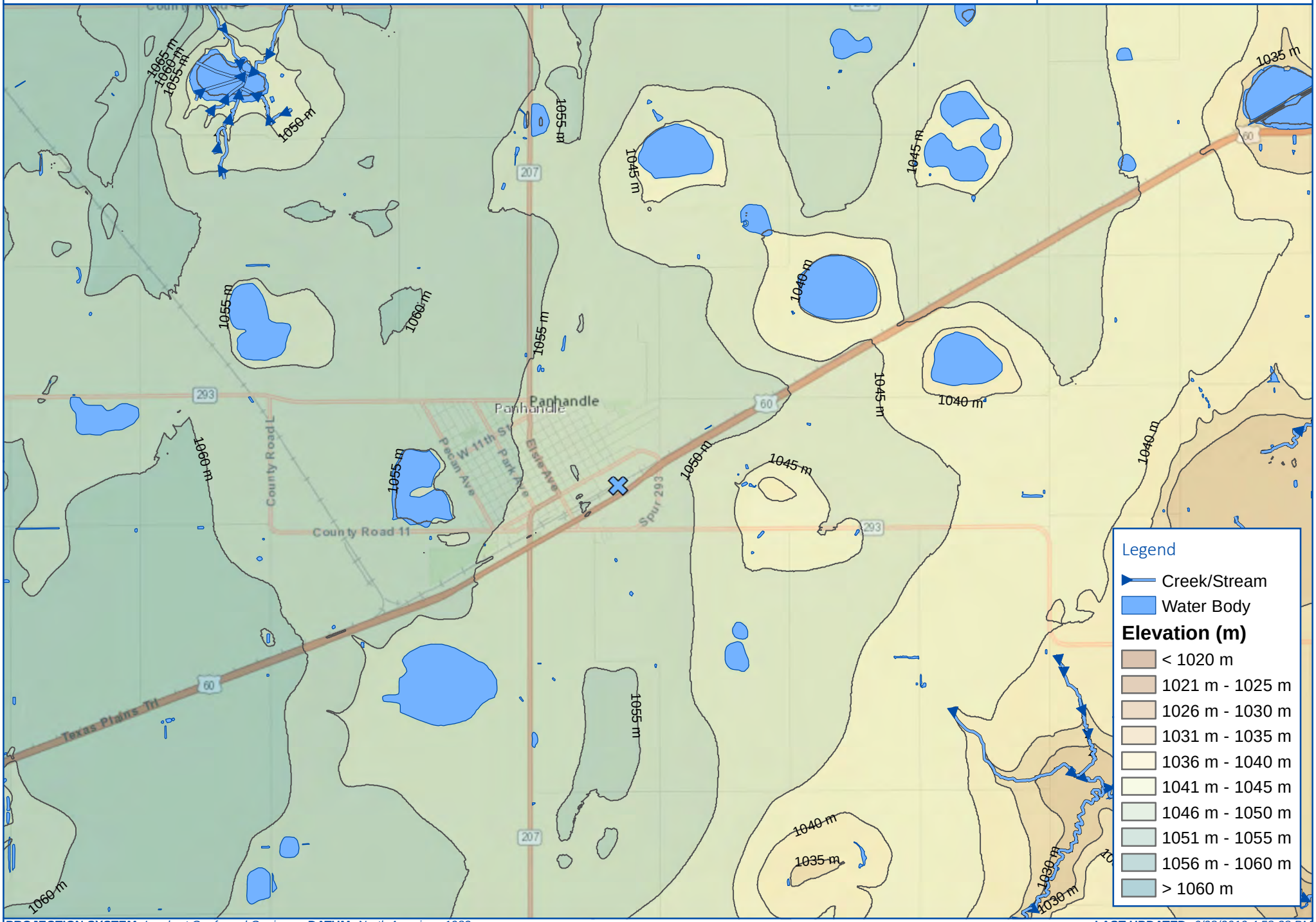
CTEH

BNSF Collision Response

Site Topography and Hydrography

0 0.5 1 2 Miles

Project: 108231
Client: BNSF
City: Panhandle, TX
County: Carson



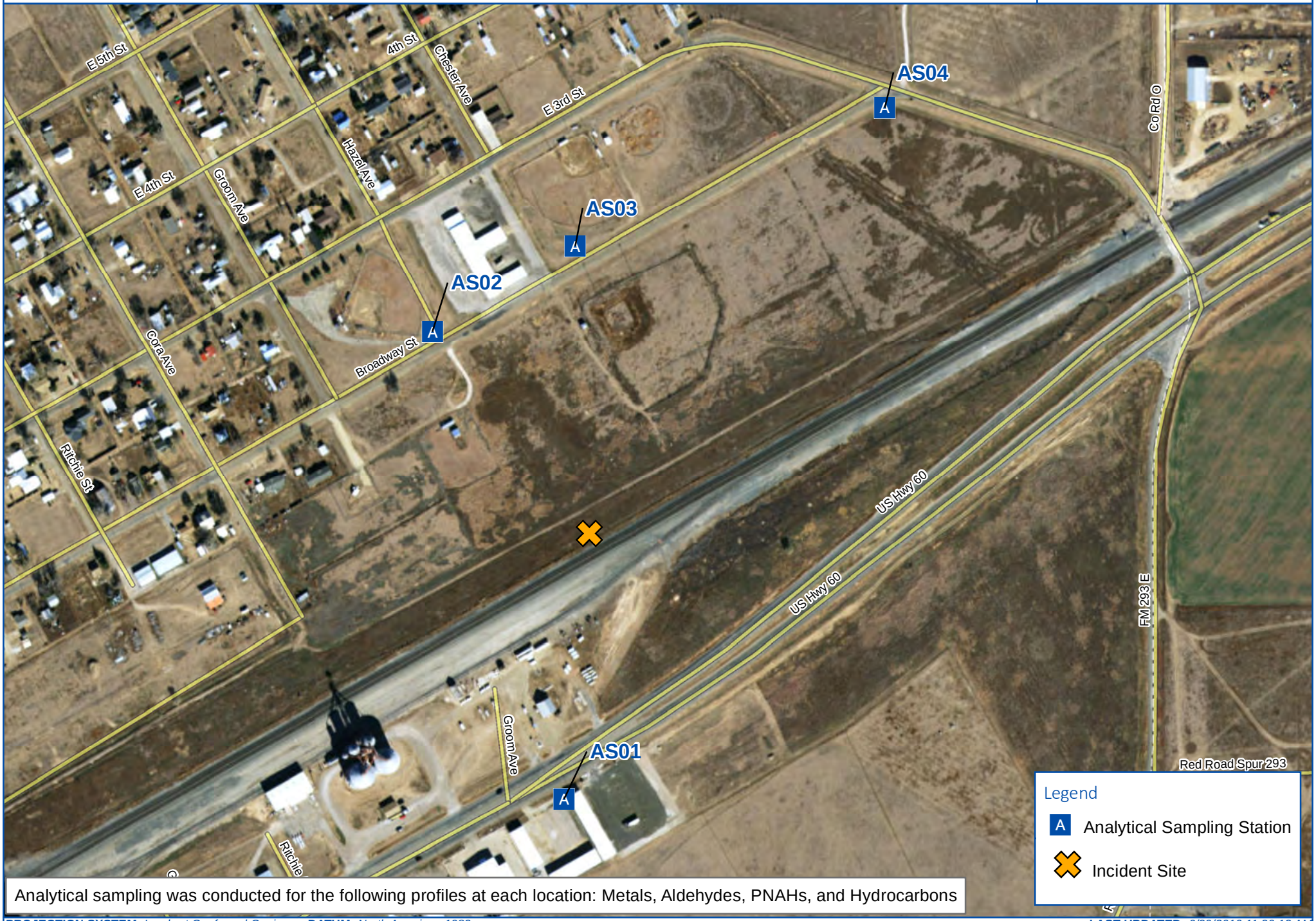
PROJECTION SYSTEM: *Lambert Conformal Conic* **DATUM:** *North American 1983* **LAST UPDATED:** *6/28/2016 4:58:38 PM*

BNSF Collision Response

Analytical Sampling Locations

0 0.125 0.25 Miles

Project: 108231
Client: BNSF
City: Panhandle, TX
County: Carson



Analytical sampling was conducted for the following profiles at each location: Metals, Aldehydes, PNAHs, and Hydrocarbons

PROJECTION SYSTEM: *Lambert Conformal Conic* **DATUM:** *North American 1983* **LAST UPDATED:** *6/29/2016 11:29:13 AM*

BNSF Collision Response

Fixed-Station Real-Time (FRT) Monitoring Locations

0 0.125 0.25 Miles

Project: 108231
Client: BNSF
City: Panhandle, TX
County: Carson

PROJECTION SYSTEM: *Lambert Conformal Conic* **DATUM:** *North American 1983* **LAST UPDATED:** *6/28/2016 9:01:46 PM*

BNSF Collision Response

Real-Time Air Monitoring Locations

0 0.125 0.25 Miles

Project: 108231
Client: BNSF
City: Panhandle, TX
County: Carson

Legend

- F — FRT Location
- Incident Site
- Monitoring Location

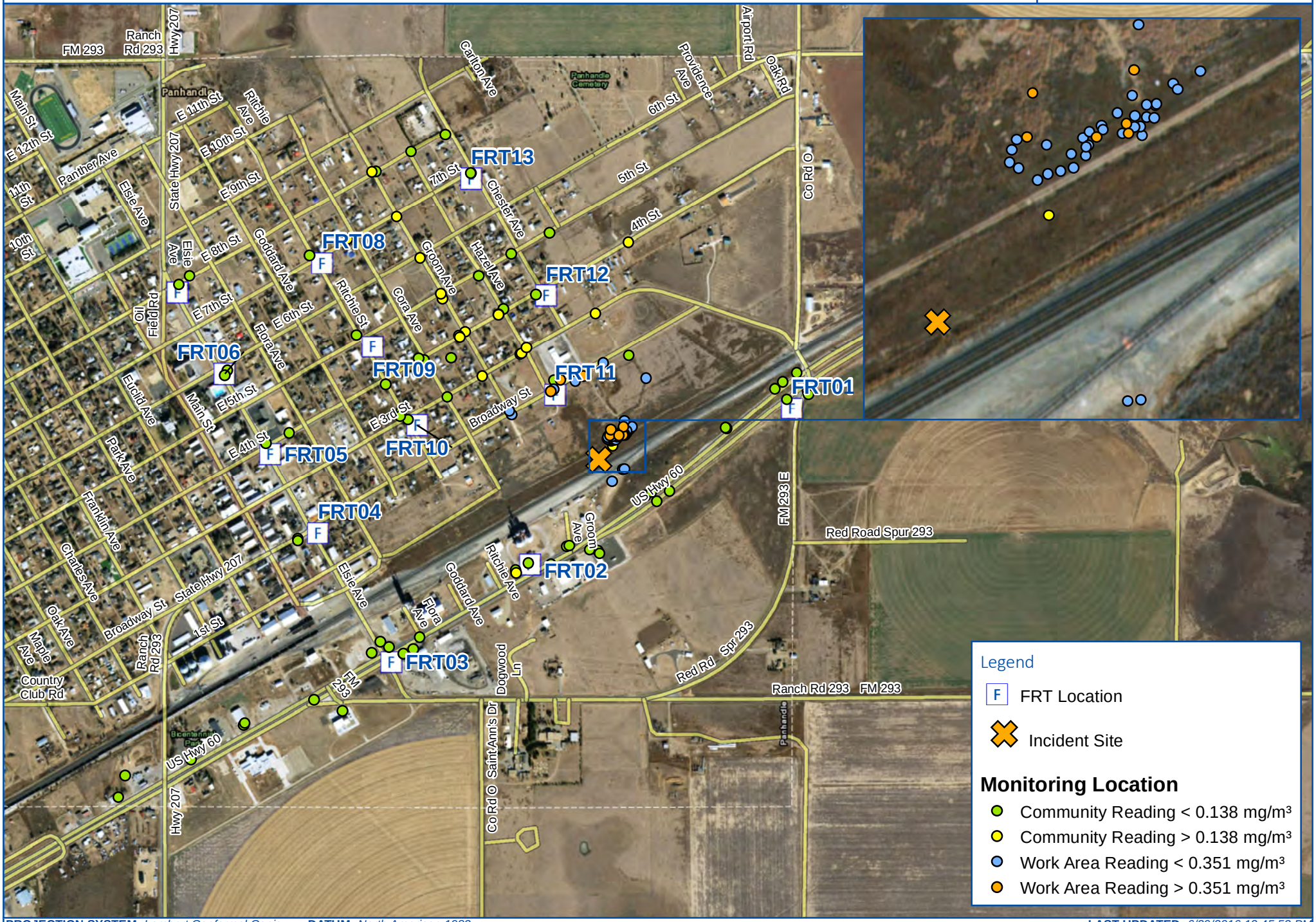
PROJECTION SYSTEM: *Lambert Conformal Conic* **DATUM:** *North American 1983* **LAST UPDATED:** *6/29/2016 12:30:22 PM*

BNSF Collision Response

Real-Time Particulate ($PM_{2.5}$) Monitoring Locations

0 0.125 0.25 Miles

Project: 108231
Client: BNSF
City: Panhandle, TX
County: Carson



Legend

F FRT Location

Incident Site

Monitoring Location

- Community Reading < 0.138 mg/m³
- Community Reading > 0.138 mg/m³
- Work Area Reading < 0.351 mg/m³
- Work Area Reading > 0.351 mg/m³

PROJECTION SYSTEM: *Lambert Conformal Conic* **DATUM:** *North American 1983* **LAST UPDATED:** *6/29/2016 12:45:53 PM*

CTEH CENTER FOR TOXICOLOGY AND ENVIRONMENTAL HEALTH, LLC

Panhandle, TX
BNSF Train Collision/Fire

Summary of Air Monitoring Results

June 30, 2016

Prepared by
Center for Toxicology and Environmental Health, L.L.C.

Introduction

This report summarizes the work conducted by Center for Toxicology and Environmental Health, LLC (CTEH®) in response to a request for air monitoring support by BNSF Railway following the head-on collision and subsequent fire of locomotives and intermodal cars near Panhandle, TX. On June 29, 2016, CTEH® conducted real-time air monitoring to evaluate the potential presence of acrylates, carbon monoxide (CO), ethyl acetate, nitrogen oxide (NO), particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), and total volatile organic compounds (VOCs). This submittal summarizes real-time air monitoring data recorded on CTEH® instrumentation between June 29, 2016 7:00 and June 30, 2016 07:00.

Real-time Air Monitoring

CTEH® efforts consisted of manually-logged real-time air monitoring using handheld instrumentation. Real-time air monitoring was conducted to assess air quality in the community as well as the breathing zone of workers involved in the response. Monitoring was conducted using instruments such as the RAESystems MultiRAE Plus and MultiRAE Pro, and Gastec pumps with chemical-specific colorimetric tubes. Additionally, a DustTrak DRX monitor was set to log $PM_{2.5}$ concentrations near the BNSF staging area near the baseball field adjacent to the derailment site. Table 1 summarizes the air monitoring data for manually-logged real-time readings in the community. Table 2 summarizes the air monitoring data for manually-logged real-time readings taken to assess worker breathing zone air quality. Attachment A contains incident maps including site location, topography and hydrography, and manually-logged handheld real-time reading locations. Attachment B contains a trend graph depicting $PM_{2.5}$ concentrations from the data-logged DustTrak monitor.

Analytical Air Sampling

CTEH® efforts consisted of deploying analytical sampling media at four locations to collect samples for the following profiles: metals, aldehydes, polynuclear aromatic hydrocarbons (PNAHs), and volatile organics using integrated sampling pumps and Minicans. Sampling for metals, aldehydes, and PNAHs are run in concurrent 12 hour periods. The hydrocarbon profile sampling period is 24 hours.

All samples will be sent to an American Industrial Hygiene-accredited analytical testing lab and results reported in future submittals as they become available.

Table 1: Manually-Logged Real-Time Air Monitoring Summary: Community Breathing Zone
June 29, 2016 17:00 to June 30, 2016 07:00

Analyte	Count of Readings	Count of Detects	Detection Range
CO (ppm)	125	0	< 1 ppm
NO (ppm)	23	0	< 0.1 ppm
PM2.5 (mg/m3)	124	124	0.002 – 0.893 mg/m3
SO2 (ppm)	27	0	< 0.1 ppm
VOC (ppm)	122	0	< 0.1 ppm

[1]*If detections were not observed, analyte concentration is shown as less than the instrument detection limit.*

Table 2: Manually-Logged Real-Time Air Monitoring Summary: Worker Breathing Zone
June 29, 2016 7:00 to June 30, 2016 07:00

Analyte	Count of Readings	Count of Detects	Detection Range
[2]Acrylates	6	0	< 2 ppm
CO (ppm)	12	0	< 1 ppm
Ethyl Acetate	1	0	< 1 %
NO (ppm)	6	0	< 0.1 ppm
PM2.5 (mg/m3)	3	0	0.009 – 0.055 mg/m3
SO2 (ppm)	10	0	0.2 - 0.3 ppm
VOC (ppm)	13	2	1.3 – 1.5 ppm

[1]*If detections were not observed, analyte concentration is shown as less than the instrument detection limit*
[2]*Acrylates monitored using butyl acetate colorimetric tube with a correction factor of 0.7 for butyl acrylate and 0.26 for isobutyl acrolate*

Attachment A:

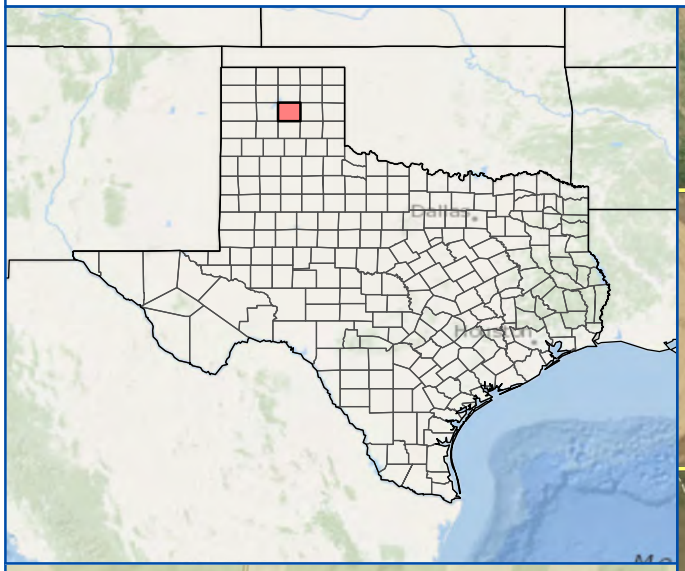
Incident Maps

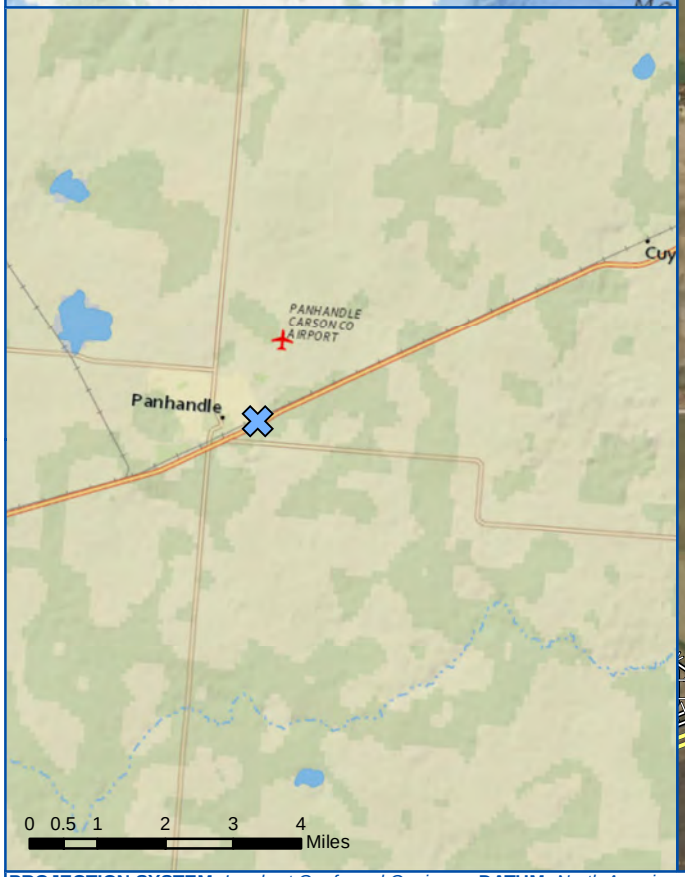
BNSF Collision Response

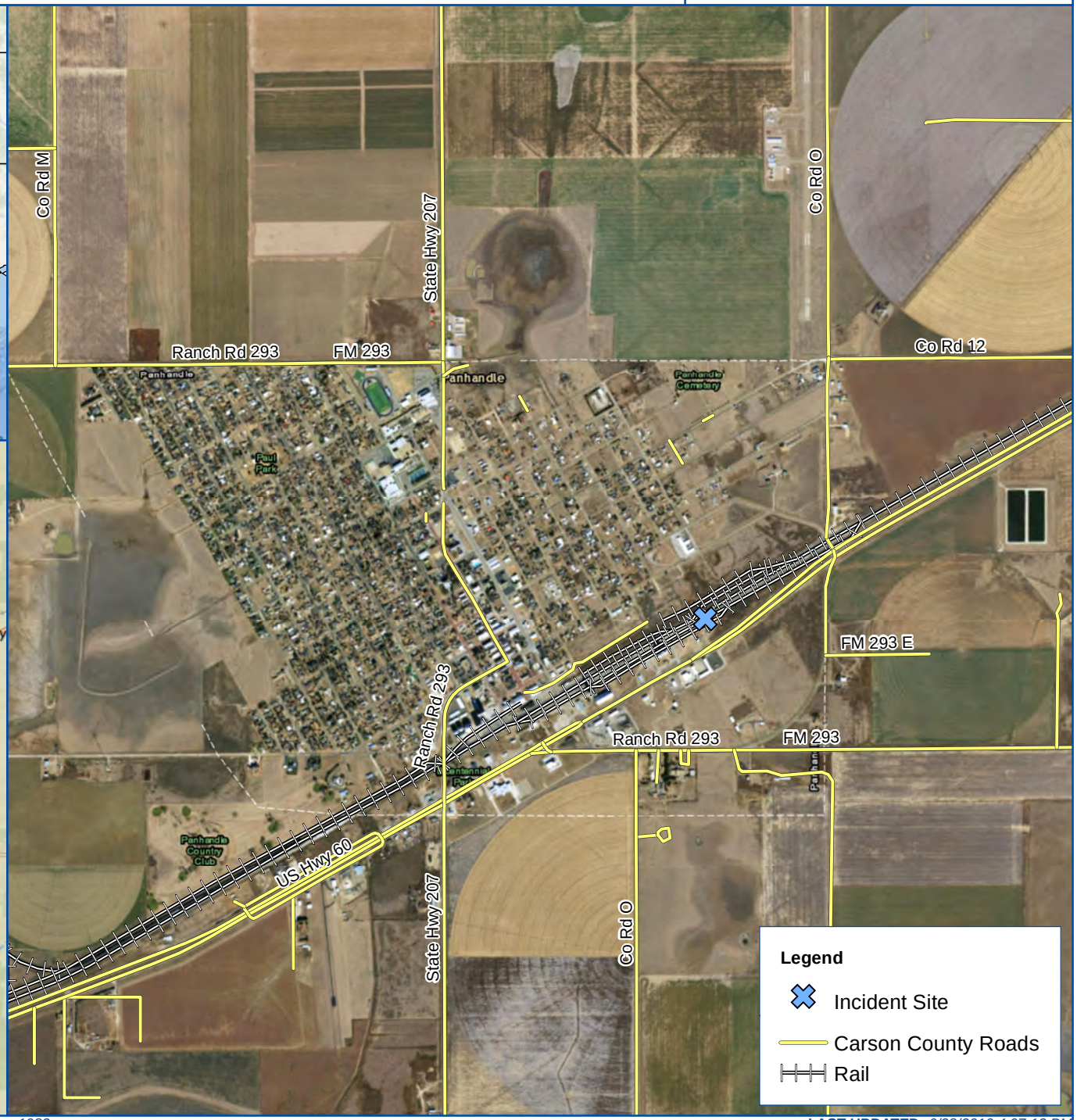
Incident Site Location

0 0.125 0.25 0.5 0.75 1 Miles

Project: 108231
Client: BNSF
City: Pandhandle, TX
County: Carson







PROJECTION SYSTEM: *Lambert Conformal Conic* **DATUM:** *North American 1983* **LAST UPDATED:** *6/28/2016 4:07:13 PM*

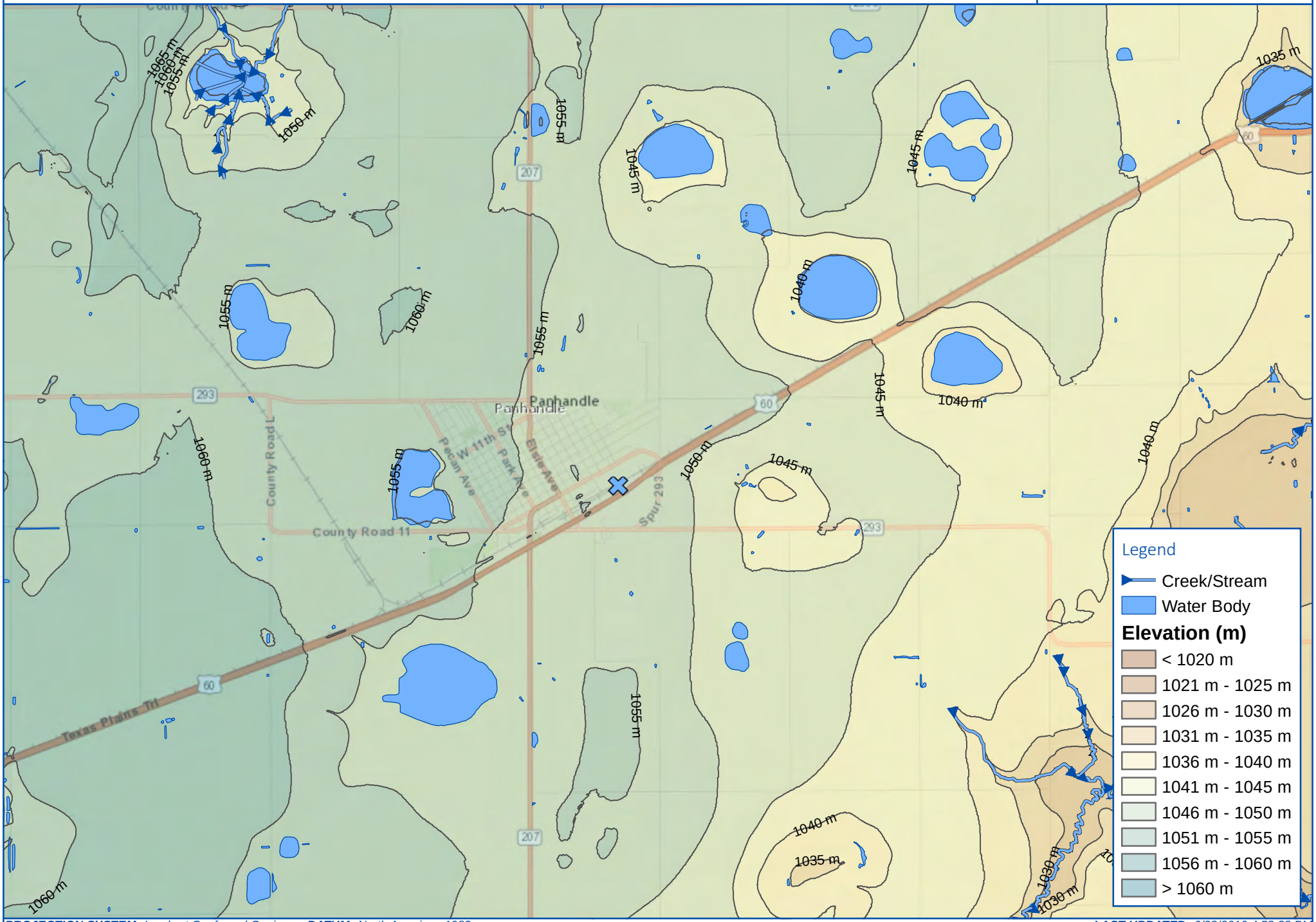
CTEH

BNSF Collision Response

Site Topography and Hydrography

0 0.5 1 2 Miles

Project: 108231
Client: BNSF
City: Panhandle, TX
County: Carson



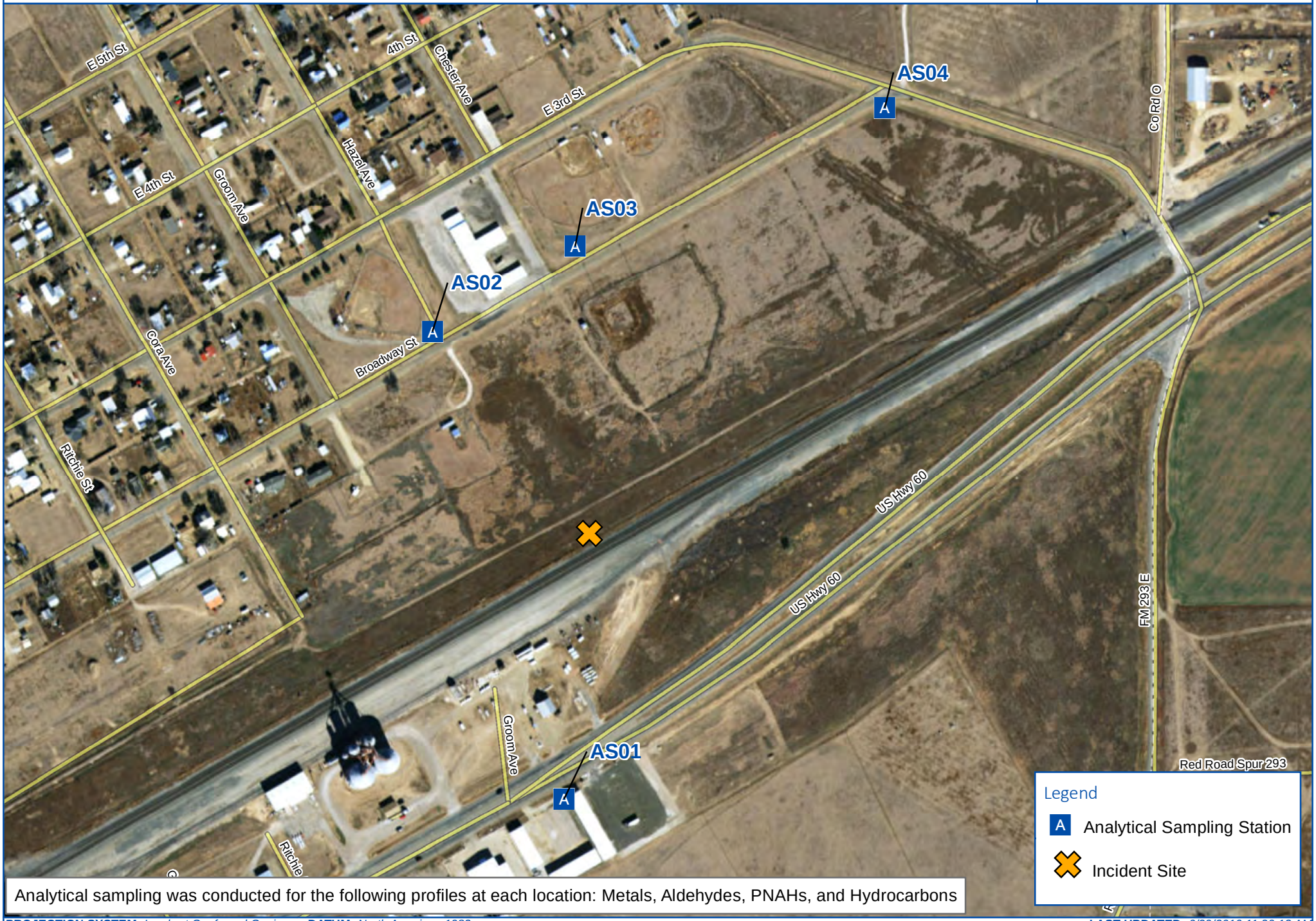
PROJECTION SYSTEM: *Lambert Conformal Conic* **DATUM:** *North American 1983* **LAST UPDATED:** *6/28/2016 4:58:38 PM*

BNSF Collision Response

Analytical Sampling Locations

0 0.125 0.25 Miles

Project: 108231
Client: BNSF
City: Panhandle, TX
County: Carson



Analytical sampling was conducted for the following profiles at each location: Metals, Aldehydes, PNAHs, and Hydrocarbons

PROJECTION SYSTEM: *Lambert Conformal Conic* **DATUM:** *North American 1983* **LAST UPDATED:** *6/29/2016 11:29:13 AM*

BNSF Collision Response

Fixed-Station Real-Time (FRT) Monitoring Locations

0 0.125 0.25 Miles

Project: 108231
Client: BNSF
City: Panhandle, TX
County: Carson

PROJECTION SYSTEM: *Lambert Conformal Conic* **DATUM:** *North American 1983* **LAST UPDATED:** *6/28/2016 9:01:46 PM*

BNSF Collision Response

Real-Time Air Monitoring Locations

0 0.125 0.25 Miles

Project: 108231
Client: BNSF
City: Panhandle, TX
County: Carson

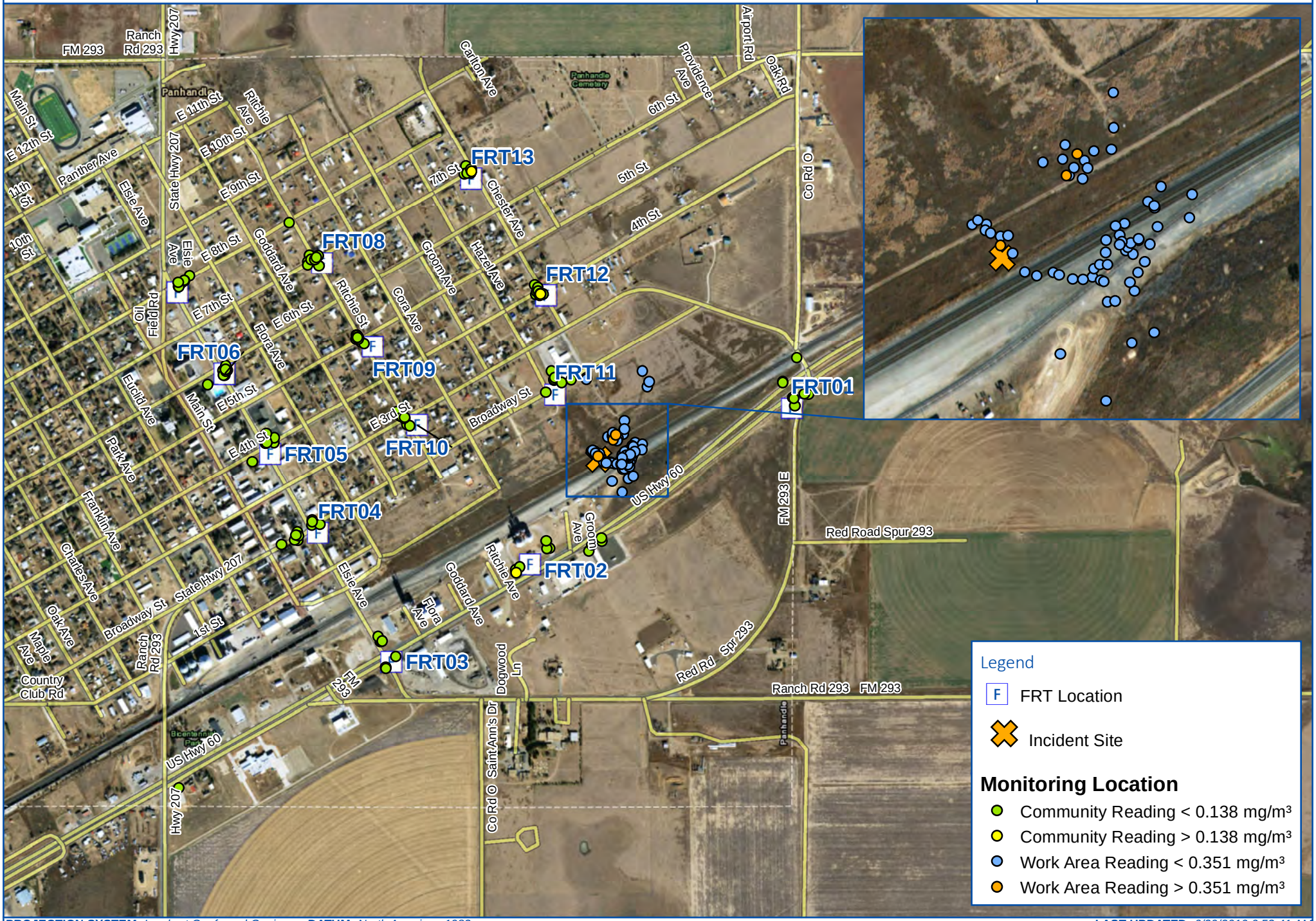
PROJECTION SYSTEM: *Lambert Conformal Conic* **DATUM:** *North American 1983* **LAST UPDATED:** *6/30/2016 6:55:24 AM*

BNSF Collision Response

Real-Time Particulate ($PM_{2.5}$) Monitoring Locations

0 0.125 0.25 Miles

Project: 108231
Client: BNSF
City: Panhandle, TX
County: Carson

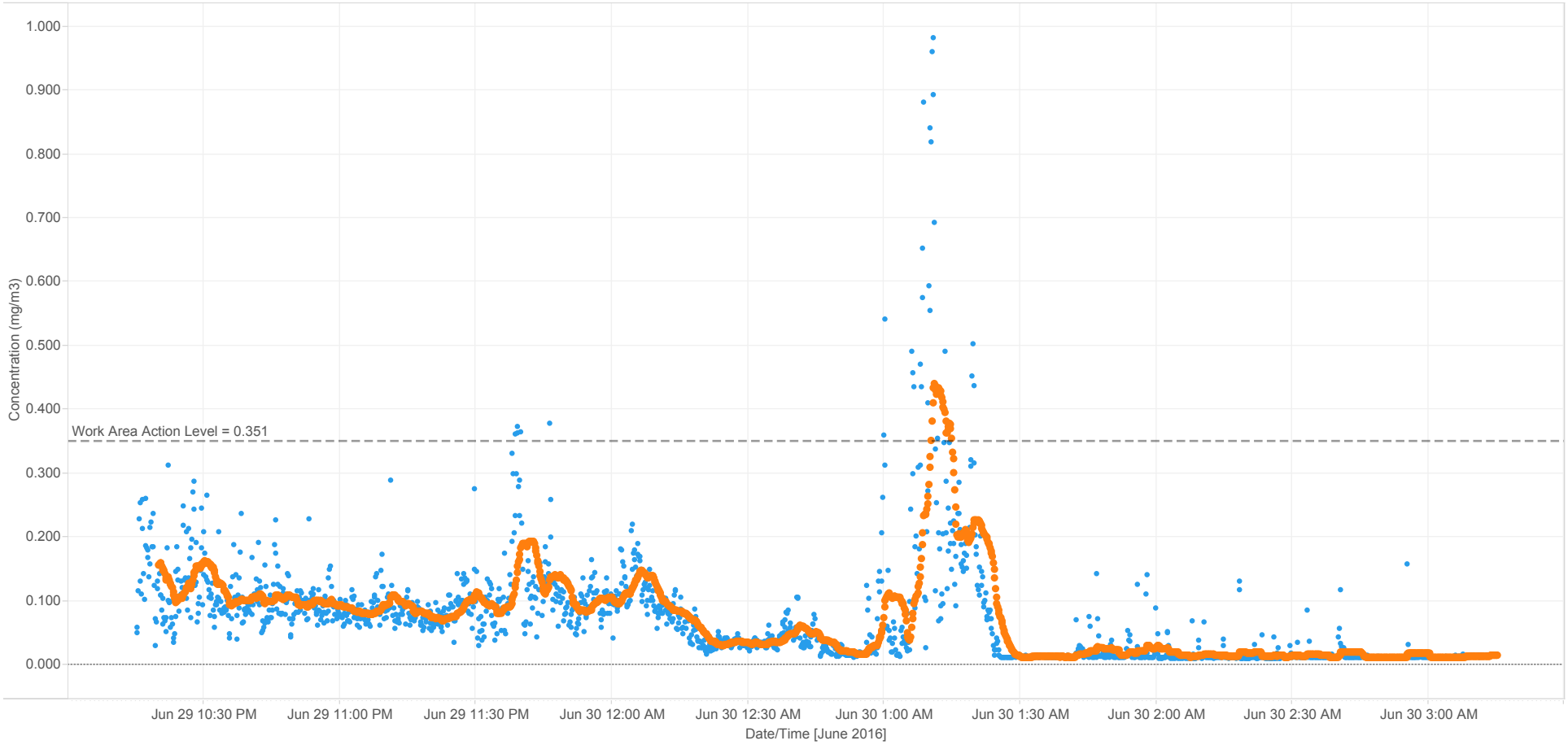


PROJECTION SYSTEM: *Lambert Conformal Conic* **DATUM:** *North American 1983* **LAST UPDATED:** *6/30/2016 6:53:41 AM*

Attachment B:

DustTrak $PM_{2.5}$ Trend Graph

BNSF Collision Response
DustTrack Datalog - PM2.5
Location: BNSF Staging (Baseball Field)
June 29, 2016 22:15 to June 30, 2016 03:15

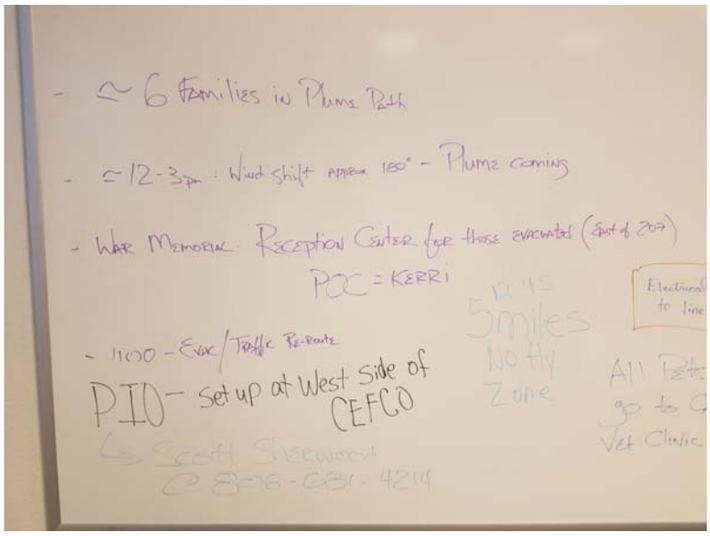


Data is considered preliminary and subject to additional QAQC measures

5-min Rolling Avg
Instantaneous

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_195630.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	35.346779
Longitude:	-101.368300
Photographer:	11682
Witness:	TEDD
Caption:	Incident location - West bound railcars

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_200606.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	35.346944
Longitude:	-101.368333
Photographer:	11682
Witness:	TEDD
Caption:	Incident location - West bound engine



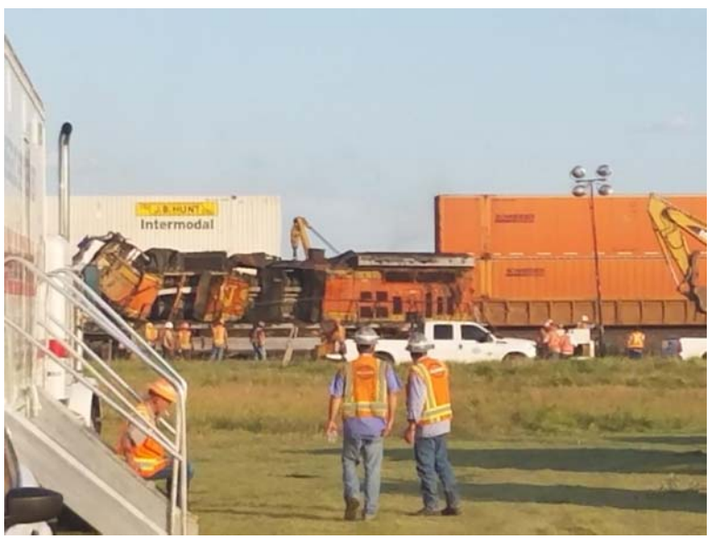
Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_194122.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	33.056695
Longitude:	-96.841517
Photographer:	11682
Witness:	TEDD
Caption:	EOC information board

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_195650.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	35.346779
Longitude:	-101.368300
Photographer:	11682
Witness:	TEDD
Caption:	Incident location - Point of impact - Railcars smoldering

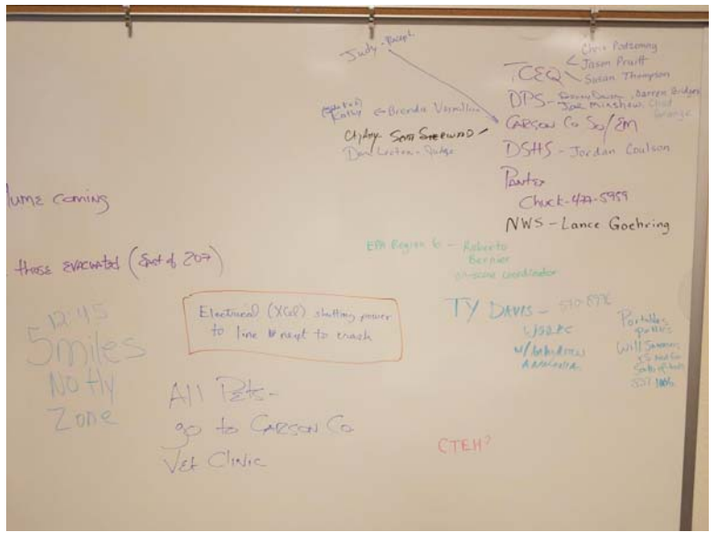
---

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_195858.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	35.347359
Longitude:	-101.368425
Photographer:	11682
Witness:	TEDD
Caption:	Incident location - Point of impact - Railcars smoldering

---



Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_200605.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	35.346944
Longitude:	-101.368333
Photographer:	11682
Witness:	TEDD
Caption:	Incident location - West bound engine



Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_194131.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	33.056695
Longitude:	-96.841517
Photographer:	11682
Witness:	TEDD
Caption:	EOC information board

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_195938.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	35.347359
Longitude:	-101.368425
Photographer:	11682
Witness:	TEDD
Caption:	Incident location - Smoke migrating north-northwest

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_195404 2.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	35.345967
Longitude:	-101.372241
Photographer:	11682
Witness:	TEDD
Caption:	

Incident location - Point of impact - Railcars smoldering - Eastbound railcars

---

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_195632.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	35.346779
Longitude:	-101.368300
Photographer:	11682
Witness:	TEDD
Caption:	Incident location - West bound railcars

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_195652.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	35.346779
Longitude:	-101.368300
Photographer:	11682
Witness:	TEDD
Caption:	Incident location - Point of impact - Railcars smoldering

---

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_195939.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	35.347359
Longitude:	-101.368425
Photographer:	11682
Witness:	TEDD
Caption:	Incident location - Smoke migrating north-northwest

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_195850.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	35.347222
Longitude:	-101.368333
Photographer:	11682
Witness:	TEDD
Caption:	Incident location - Point of impact - Railcars smoldering

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Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_195857.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	35.347359
Longitude:	-101.368425
Photographer:	11682
Witness:	TEDD
Caption:	Incident location - Point of impact - Railcars smoldering

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Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160628_195941.jpg
Date and Time:	Jun 28 2016 12:00AM
Latitude:	35.347359
Longitude:	-101.368425
Photographer:	11682
Witness:	TEDD
Caption:	Incident location - Smoke migrating north-northwest

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_093347.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.343100
Longitude:	-101.368960
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 1

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_113638.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.348459
Longitude:	-101.371591
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 12

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_113121.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.346723
Longitude:	-101.370888
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 11

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_093353.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.343100
Longitude:	-101.368960
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 1

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_113648.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.348459
Longitude:	-101.371591
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 12

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_095430.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.340754
Longitude:	-101.375765
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 3

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_095407.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.340754
Longitude:	-101.375765
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 3

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_094052.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.345581
Longitude:	-101.366038
Photographer:	11682
Witness:	TEDD
Caption:	Point of Impact - East Bound Train

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_102004.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.342885
Longitude:	-101.377833
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 4

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_111539.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.345875
Longitude:	-101.375272
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 7

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_102715.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.345279
Longitude:	-101.378869
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 5

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_094033.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.345581
Longitude:	-101.366038
Photographer:	11682
Witness:	TEDD
Caption:	Point of Impact - West Bound Train

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_105027.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.348893
Longitude:	-101.381327
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 6

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_094041.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.345581
Longitude:	-101.366038
Photographer:	11682
Witness:	TEDD
Caption:	Point of Impact

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_094519.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.342500
Longitude:	-101.372040
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 2

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_113118.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.346723
Longitude:	-101.370888
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 11

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_094040.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.345581
Longitude:	-101.366038
Photographer:	11682
Witness:	TEDD
Caption:	Point of Impact - West Bound Train

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_111552.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.345875
Longitude:	-101.375272
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 7

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_101956.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.343091
Longitude:	-101.378696
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 4

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_102726.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.345279
Longitude:	-101.378869
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 5

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_093400.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.343055
Longitude:	-101.368888
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 1

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_113114.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.346723
Longitude:	-101.370888
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 11

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_094032.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.345581
Longitude:	-101.366038
Photographer:	11682
Witness:	TEDD
Caption:	Point of Impact - West Bound Train

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_095355.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.340754
Longitude:	-101.375765
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 3

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_094039.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.345581
Longitude:	-101.366038
Photographer:	11682
Witness:	TEDD
Caption:	Point of Impact - West Bound Train

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_105039.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.348893
Longitude:	-101.381327
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 6

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_093348.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.343100
Longitude:	-101.368960
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 1

Incident Name:	BNSF Train Collision
Event Name:	BNSF Train Collision
Photo Type:	
Direction:	
Photo Name:	20160629_094458.jpg
Date and Time:	Jun 29 2016 12:00AM
Latitude:	35.342500
Longitude:	-101.372040
Photographer:	11682
Witness:	TEDD
Caption:	Fixed Real Time Air Monitoring - 2

Incident Name:	undefined
Event Name:	undefined
Photo Type:	undefined
Direction:	undefined
Photo Name:	undefined
Date and Time:	undefined
Latitude:	undefined
Longitude:	undefined
Photographer:	undefined
Witness:	undefined
Caption:	undefined

Submit Action Report | Spill Summary Report

NATIONAL RESPONSE CENTER 1-800-424-8802
GOVERNMENT USE ONLYGOVERNMENT USE ONLY***
Information released to a third party shall comply with any
applicable federal and/or state Freedom of Information and Privacy Laws

Incident Report # 1151859

INCIDENT DESCRIPTION

*Report taken by: MST3 STEPHEN COOKE at 10:24 on 28-JUN-16
Incident Type: RAILROAD
Incident Cause: DERAILMENT
Affected Area:
Incident occurred on 28-JUN-16 at 08:25 local incident time.
Affected Medium: BALLAST UNKNOWN AMOUNT OF DIESEL ON BALLAST

REPORTING PARTY

Name: GARY KETCHAM
Organization: BNSF
Address: 2600 LOU MENK DR.
FORT WORTH, TX

PRIMARY Phone: (817)3522832
Type of Organization: PRIVATE ENTERPRISE

SUSPECTED RESPONSIBLE PARTY

Name: GARY KETCHAM
Organization: BNSF
Address: 2600 LOU MENK DR.
FORT WORTH, TX
PRIMARY Phone: (817)3522832
Type of Organization: PRIVATE ENTERPRISE

INCIDENT LOCATION

MP: 524 County: CARSON
SD: PANHANDLE
State: TX

RELEASED MATERIAL(S)

CHRIS Code: ODS Official Material Name: OIL: DIESEL
Also Known As:
Qty Released: 0 UNKNOWN AMOUNT

DESCRIPTION OF INCIDENT

CALLER IS REPORTING A HEAD ON COLLISION BETWEEN TWO LOCOMOTIVES DUE TO UNKNOWN CAUSES. THERE IS AN UNKNOWN AMOUNT OF DIESEL FUEL THAT DISCHARGED ONTO THE BALLAST. THREE LOCOMOTIVES HAVE BEEN DESTROYED WITH AN UNKNOWN AMOUNT OF RAILCARS DERAILED.

INCIDENT DETAILS

Grade Crossing: NO
Location Subdivision: PANHANDLE
Railroad Milepost: 524
Type of Vehicle Involved:
Crossing Device Type:
Device Operational: YES
DOTCrossing Number:
Date and Time Service was/will be Restored:
Brake Failure: UNKNOWN
Federal Post-Accident 219.201 Sub Part C Testing Required: YES
Counts and Types of Employees Tested are UNKNOWN

Passenger Train Route: NO
Passenger Train Delay Expected: NO
Passenger Train Delay Handling:

---RAILROAD INFORMATION---
Railroad Involved: BNSF
Train Number: QCHISBD627
Train Type: FREIGHT Train Direction:
Train Speed: Track Speed:
Locomotives: Cars: Derailed:
Suspected DOT Regulation Non Compliance: UNKNOWN
DERAILED CARS:

Pos.	Carnumber	Type	Cargo

---RAILROAD INFORMATION---
Railroad Involved: BNSF
Train Number: SLACLPC126
Train Type: FREIGHT Train Direction:
Train Speed: Track Speed:
Locomotives: Cars: Derailed:
Suspected DOT Regulation Non Compliance: UNKNOWN
DERAILED CARS:

Pos.	Carnumber	Type	Cargo

IMPACT

Fire Involved: YES Fire Extinguished: NO
INJURIES: YES 4 Hospitalized: 1 Empl/Crew: 4 Passenger: 0
FATALITIES: UNKNOWN Empl/Crew: Passenger: Occupant:
EVACUATIONS: NO Who Evacuated: Radius/Area:
Damages: UNKNOWN

Closure Type	Description of Closure	Hours Closed	Direction of Closure
Air: N			
Road: N			Major Artery: N
Waterway: N			
Track: Y	MAIN TRACKS		E/W

Passengers Transferred: NO
Environmental Impact: UNKNOWN
Media Interest: UNKNOWN Community Impact due to Material:

REMEDIAL ACTIONS

WILL CONTACT AN ENVIRONMENTAL RESPONSE CONTRACTOR TO HANDLE THE DIESEL RELEASE.

Release Secured: NO
Release Rate:
Estimated Release Duration:

WEATHER

ADDITIONAL AGENCIES NOTIFIED

Federal:
State/Local:
State/Local On Scene:
State Agency Number:

NOTIFICATIONS BY NRC

CENTERS FOR DISEASE CONTROL (GRASP)
28-JUN-16 10:40 (770)4887100

NATIONAL COORDINATING CTR FOR COMMS (NCC COMM-ISAC)
28-JUN-16 10:40 (703)2355626
DHS TEXAS FUSION CENTER (INTELLIGENCE OFFICERS)
28-JUN-16 10:40 (202)3068204
DOT CRISIS MANAGEMENT CENTER (MAIN OFFICE)
28-JUN-16 10:40 (202)3661863
FEDERAL RAILROAD ADMIN. (MAIN OFFICE)
28-JUN-16 10:43 (202)4936242 TALLY
FEDERAL RAILROAD ADMIN. (ACCIDENT AND ANALYSIS BRANCH)
28-JUN-16 10:43 (817)9141723 TALLY
EPA HQ EMERGENCY OPERATIONS CENTER (MAIN OFFICE)
28-JUN-16 10:40 (202)5643850
EPA OEM (MAIN OFFICE)
28-JUN-16 10:49 (202)5643850 FAULKNER
U.S. EPA VI (MAIN OFFICE)
28-JUN-16 10:44 (866)3727745 BERNEAR
USCG NATIONAL COMMAND CENTER (MAIN OFFICE)
28-JUN-16 10:40 (202)3722100
JFO-LA (COMMAND CENTER)
28-JUN-16 10:40 (225)3366513
NATIONAL INFRASTRUCTURE COORD CTR (MAIN OFFICE)
28-JUN-16 10:40 (202)2829201
NOAA RPTS FOR TX (MAIN OFFICE)
28-JUN-16 10:40 (206)5264911
NATIONAL RESPONSE CENTER HQ (MAIN OFFICE)
28-JUN-16 10:40
NATIONAL RESPONSE CENTER HQ (AUTOMATIC REPORTS)
28-JUN-16 10:40 (202)2671136
NRC COMMAND DUTY OFFICER (MAIN OFFICE)
28-JUN-16 10:51 (202)2672100 CARTER
NTSB RAIL (MAIN OFFICE)
28-JUN-16 10:40 (202)3146293
HOMELAND SEC COORDINATION CENTER (MAIN OFFICE)
28-JUN-16 10:40 (202)2828300
PIPELINE & HAZMAT SAFETY ADMIN (OFFICE HAZARDOUS MATERIALS)
28-JUN-16 10:50 (202)3661863 CARTER
PIPELINE & HAZMAT SAFETY ADMIN (OFFICE HAZARDOUS MATERIALS FAX#2)
28-JUN-16 10:40 (202)3661863
SAN ANTONIO POLICE DEPT (SOUTHWEST FUSION CENTER (SWFC))
28-JUN-16 10:40 (210)2077680
TCEQ (MAIN OFFICE)
28-JUN-16 10:40 (800)8328224
TCEQ (REGION 1)
28-JUN-16 10:40 (512)2392507
TEXAS DEPARTMENT OF TRANSPORTATION (RAIL SAFETY SECTION)
28-JUN-16 10:40 (512)4163244
TEXAS FUSION CENTER (COUNTER TERRORISM)
28-JUN-16 10:40 (866)7865972
TEXAS STATE OPERATIONS CENTER (COMMAND CENTER)
28-JUN-16 10:40 (512)4242208
USCG DISTRICT 8 (MAIN OFFICE)
28-JUN-16 10:40 (504)5896225
USCG DISTRICT 8 (PLANNING)
28-JUN-16 10:40 (504)6712080

ADDITIONAL INFORMATION

IT IS ESTIMATED THAT A FEW THOUSAND GALLONS OF DIESEL HAS BEEN RELEASED, BUT QUANTITIES ARE UNKNOWN AT THIS TIME. THERE ARE THREE RAIL EMPLOYEES MISSING AT THIS TIME, THEIR HEALTH AND WELL BEING IS UNKNOWN. INITIAL DAMAGE ESTIMATES WILL EXCEED A MILLION DOLLARS.

*** END INCIDENT REPORT # 1151859 ***
Report any problems by calling 1-800-424-8802
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CONTENTS

PAGE	REFERENCE	DATE
	START-3 PTL Jose Ojeda	

June 28 2016 20406.012.001.1019.01

1319 Depart Weston Office to COOP —dr
1324 Arrive @ COOP & load Viper System; —dr
2 4pk RAEs; 1 VRAE; 2 Hazdust; 2 H_2S Bulges
1 Dräger kit w/ chips. —dr
1345 Exit COOP. Begin drive to incident —dr
START-3 Personnel: José Ojeda & Oscar Garcia
EPA: OSC Bill Rhotenberry —dr
Current Onsite Contact: —dr
TCEQ Susan Thompson 806-517-0972 —dr
Railroad Gary Ketcham 817-352-2832 —dr
1929 Arrive @ Carson County Law Enforcement Center in Panhandle, TX —dr
1933 Met at command post with OSC Rhotenberry, TCEQ Chris Podcerny 806-468-0519; Jason Pruitt 806 468 0513; Susan Thompson 806-352-517-0972; DPS Joe Minshew & Chad Grange; DSHS Jordan Coulson; County Attorney Scott Sherwood is the PIO; NWS Lance Goehring; Pantex, Chuck 477-5959; Ty Davis, works with anhydrous ammonia;
1946 Departed govt center with OSC Rhotenberry.
1955 Arrived northwest side of incident. —dr
612 760 1365 Derrick Lamkin. —dr
2008 Met Derrick Lamkin, BNSF Hazmat. Met —dr two CTEH representatives. 14 real time locations throughout community set up. Winds have changed recently towards residences; workers actively —dr

20406.012.001.10PM.01 June 28 2016

working on smoldering cars. High PM levels found downwind. CTEH will have 24 hr monitoring. Firefighters will —dr remain overnight, cannot wreck yet due to investigation. Also, will have hourly averages PM 2.5, PM 10. —dr
CTEH rep D.J. Foglesman 501-813-6591. and Dr. Paul Mc Nary toxicologist. 501-352-3131 —dr
2030 OSC Rhotenberry spoke with local EOC rep; —dr we will meet at same govt center at 0800. —dr
2050 EPA Team departs incident site, to EOC. —dr
2115 Started MultiRAE, zeroed/initialized both —dr DataRAMs. —dr
2130 Fresh air cal MultiRAE. All sensors PASS. —dr
Oxy 18% 18.1. LEL 50% 49%. —dr
CO 5 ppm 50 ppm H_2S 10.0 ppm 10.3 ppm —dr
All PASS. —dr
VOC PASS, Isobutylene 100 ppm. 100.3 ppm. —dr
2142 MultiRAE #23798 All sensors PASS. —dr
2144 Started running both DataRAMs. —dr
2150 Weather: partly cloudy 82°F, 15% chance precip. humidity 48%, wind SE 11 mph; Forecast: scattered thunderstorms at 0700 tomorrow, 6/29/16. —dr
2225 EPA team departs EOC to community —dr locations to test DataRAMs, North 5th St, and Groom St.; Measured 0.03 mg/m³, and 1.60 mg/m³ at next street corner. Both max readings.

BNSF Panhandle Derailment

June 29 2016 20906.012.001.1019.01

0730 EPA Team departed hotel, ——— dr

0800 Arrived at EOC and awaited local refs: dr

0845 Started dataRams, initialized and running. dr

MultiRAE calibration ——— dr

Fresh air cal PASS. and All sensors PASS. dr

Oxy 18% LEL 50% ——— dr

CO 50 ppm H_2S 10.1 ppm ——— dr

VOC Isobutylene 100.1 ——— dr

0918 Arrived onsite with TCEQ Susan and Jason. met with CTEH BJ Fogleman. ——— dr

0930 Ride with CTEH Josh, with 2 dataRams, first location off of highway. Id. FRT 1, .003 mg/m³ avg.

0942 FRT 2, .006 mg/m³ avg ——— dr

0953 FRT 3, .002 mg/m³ avg ——— dr

1012 FRT 4, .003 mg/m³ avg ——— dr

1027 FRT 5, .007 mg/m³ avg ——— dr

1033 FRT 6, .005 mg/m³ avg - TCEQ departs from our monitoring round -

1042 FRT 7, .003 mg/m³ avg

1055 FRT 8, .004 mg/m³ avg ——— dr

1108 FRT 9, .001 mg/m³ avg ——— do

1116 FRT 10, .003 mg/m³ avg ——— dr

1127 FRT 11, .002 mg/m³ avg ——— dr

1136 FRT 12, .003 mg/m³ avg ——— dr

1146 FRT 13, .002 mg/m³ avg ——— dr

1200 Met at CTEH trailer. ——— dr

BNSF Panhandle Derailment

20906.012.001.1019.01 June 29 2016

1214 Rhotenberry in CTEH trailer, discuss progress.

Doug McReynolds BNSF point of contact, 817-304-2031

1220 Notes from CTEH air monitoring round: their monitor was consistently reading ~0.006 mg/m³ higher than our dataRams. Josh said may need to clean his monitors inlet tube. ———— dr

1230 EPA Team offsite. ——— dr

1930 Arrived at DTX office. ——— dr

End of Logbook. ——— dr

Business cards on page 48 ——— dr

Josh Dean June 29, 2016

Rita in the Rain

20406.012.001.1019.01

Jose Ojeda
June 29, 2016

BNSF Parkside Derailment

Jose Ojeda
June 29, 2016

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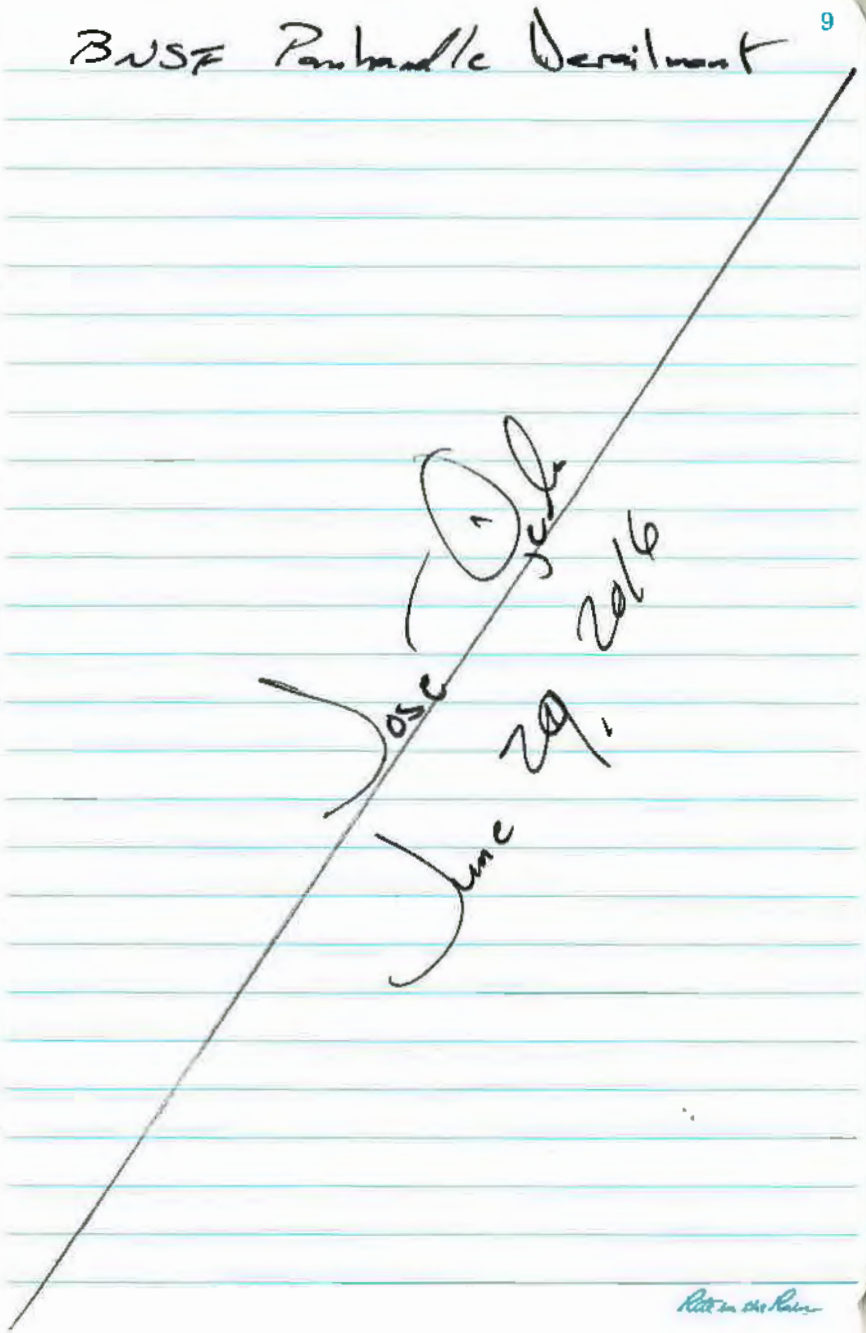
BNSF Panhandle Derailment



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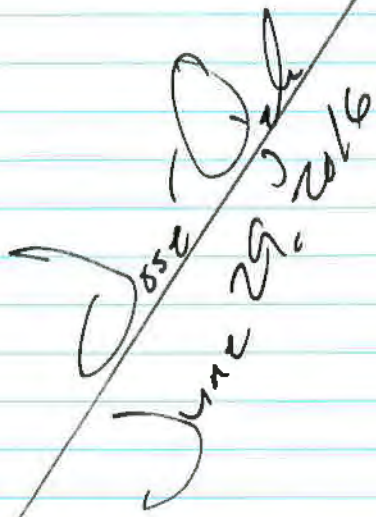

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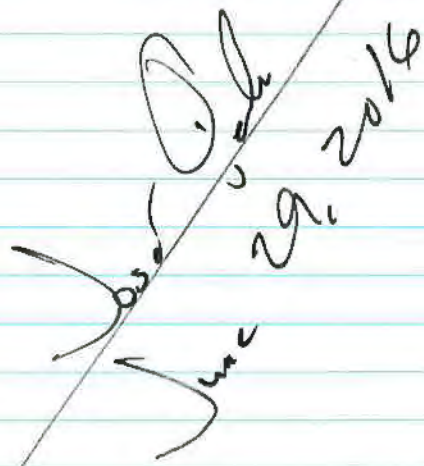

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BNSF Parkville Derailment

June 29, 2016

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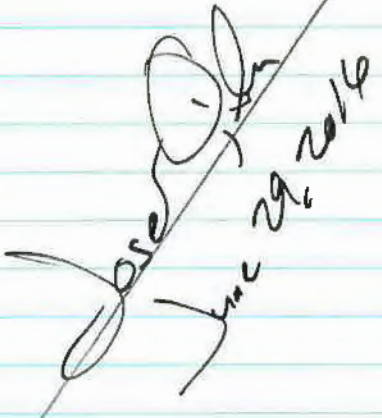

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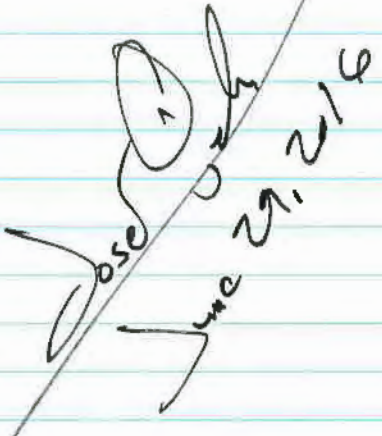

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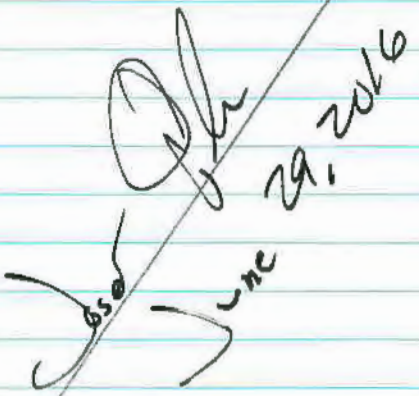

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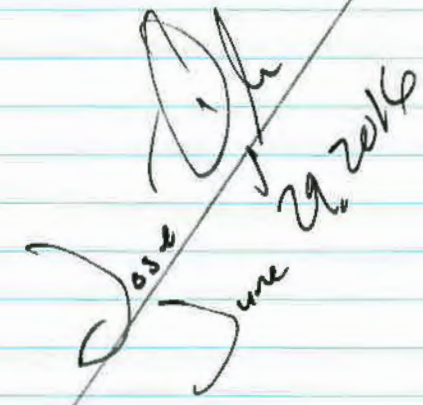

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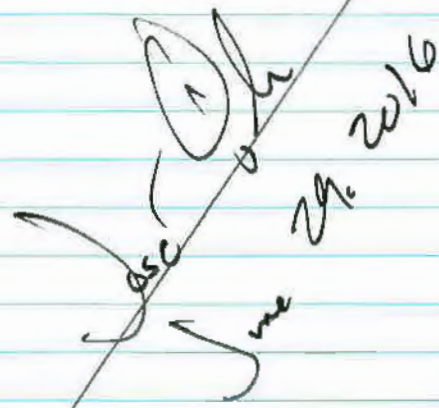

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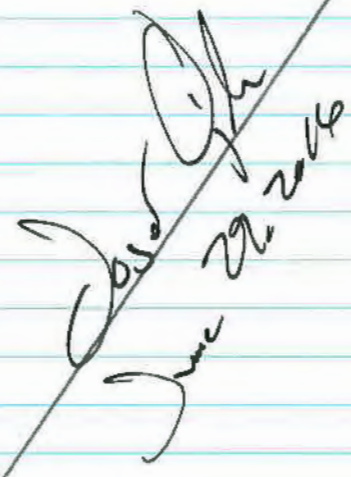

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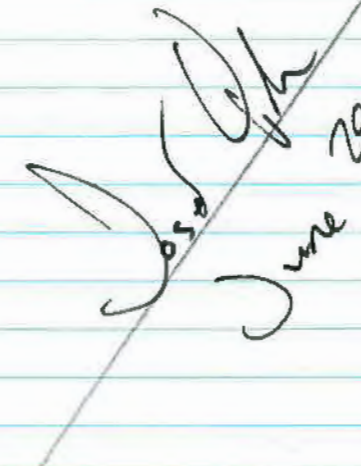

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BNSF Panhandle Derailment

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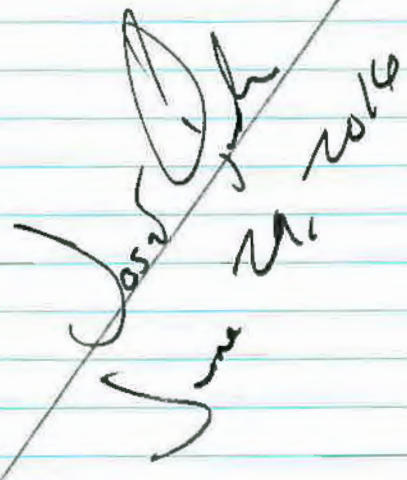

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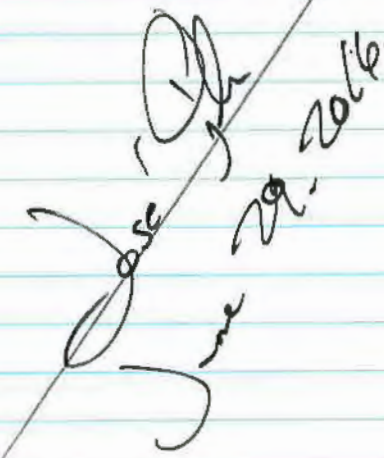

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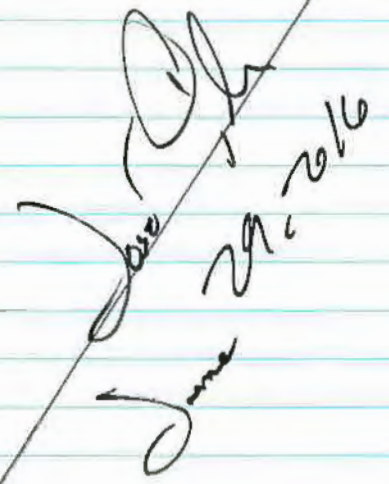

June 29, 2016

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Jose [signature]
June 29, 2014

BNSF Panhandle Derailment

Jose [signature]
June 29, 2014

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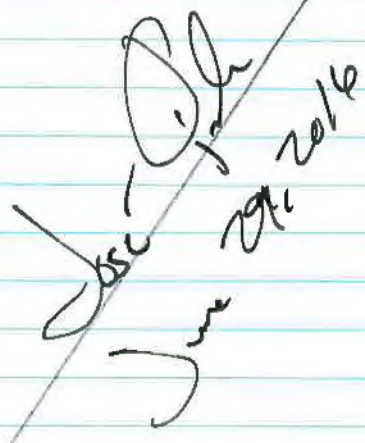
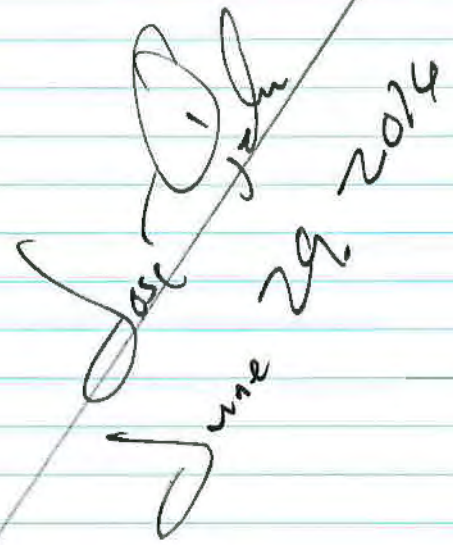


BNSF Panhandle Realignment



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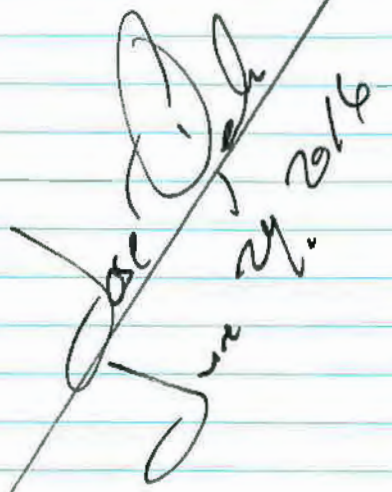
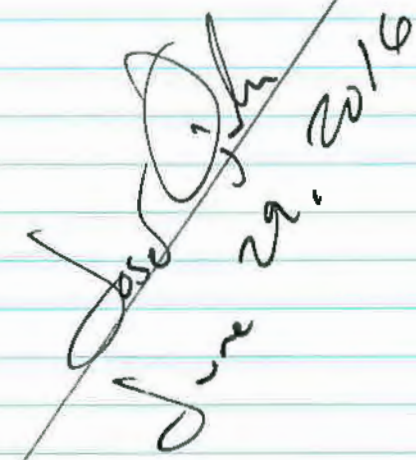


BNSF Panhandle Department



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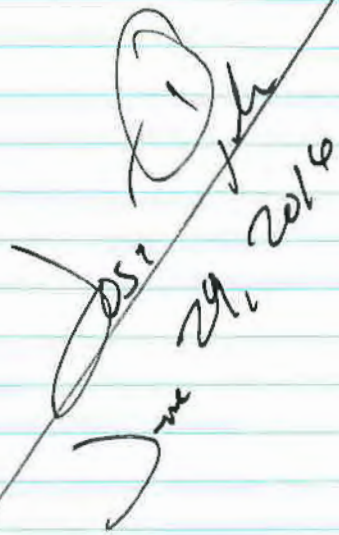

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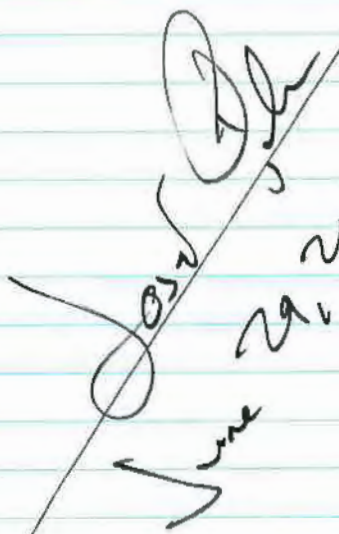
BNSF Panhandle Department



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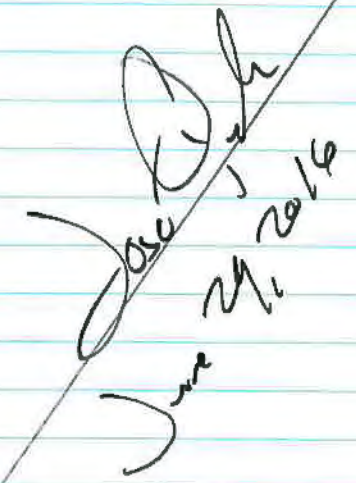

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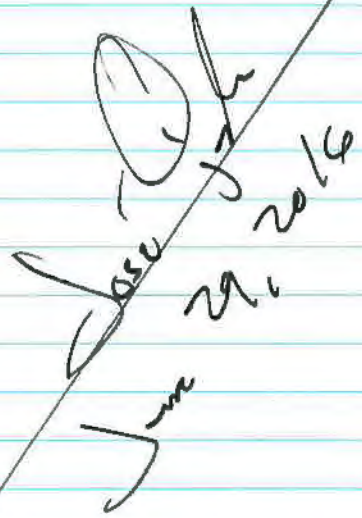

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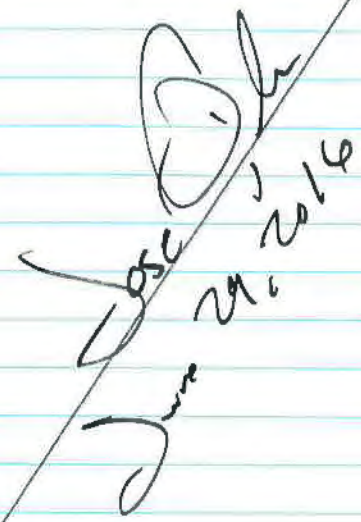

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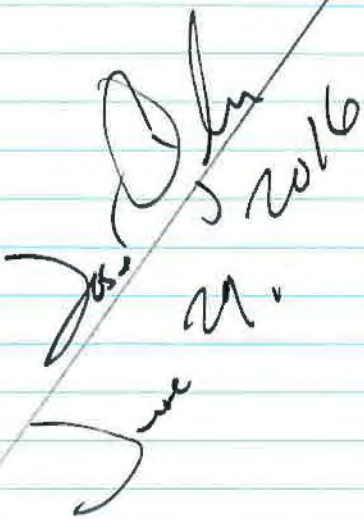

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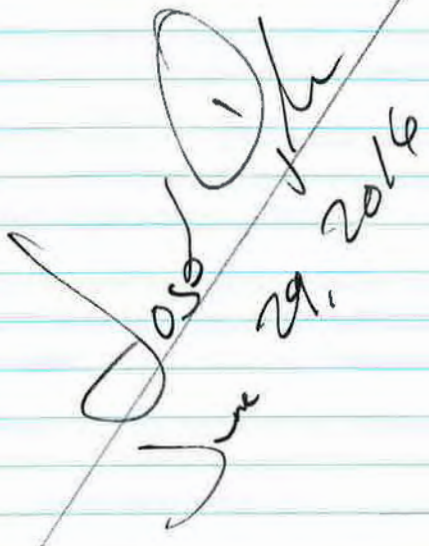

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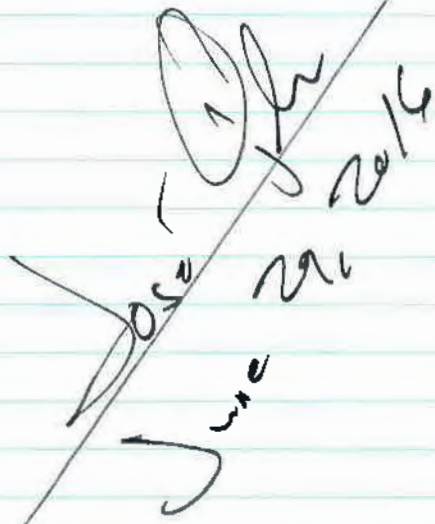

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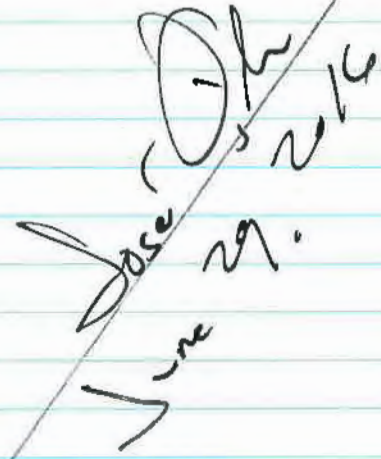
BUSF Pantomime Department



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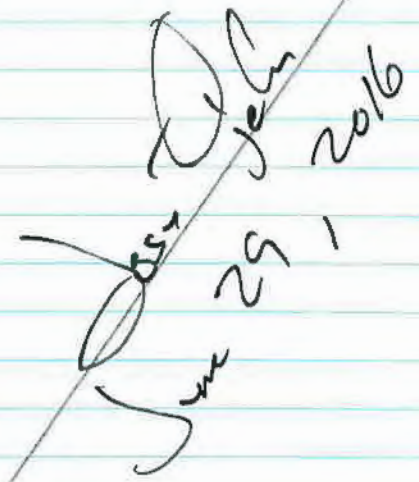

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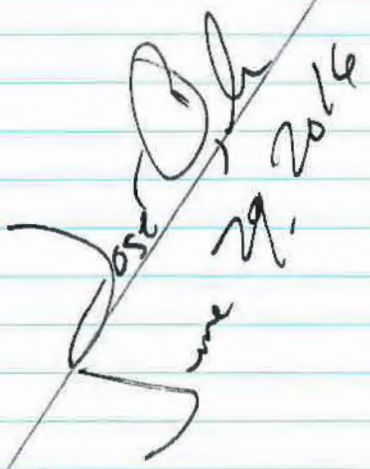

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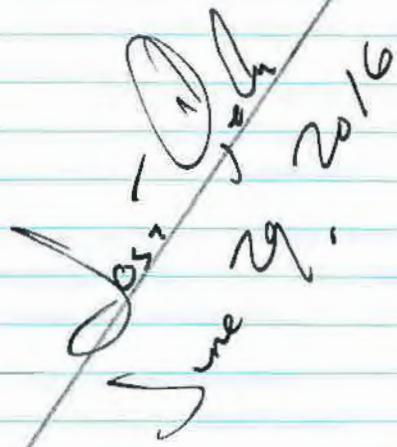

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Environmental Investigator
Field Operations Division

Region 1 ■ Amarillo

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Jos- Oh 2016
June 29,

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
BNSF Panhandle Derailment - Removal Polrep
Initial Removal Polrep

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VI

Subject: **POLREP #1**
Initial
BNSF Panhandle Derailment

Panhandle, TX
Latitude: 35.3468044 Longitude: -101.3654968

To: Reggie Cheatham, Office of Emergency Management
Ronnie Crossland, Superfund Division
Anthony Buck, TCEQ ER

From: William Rhotenberry, FOSC
Date: 6/29/2016
Reporting Period: 6/28-29/2016

1. Introduction

1.1 Background

Site Number:	A6NJ	**Contract Number:**	
D.O. Number:		**Action Memo Date:**	
Response Authority:	CERCLA	**Response Type:**	Emergency
Response Lead:	EPA	**Incident Category:**	Removal Assessment
NPL Status:	Non NPL	**Operable Unit:**	
Mobilization Date:	6/28/2016	**Start Date:**	6/28/2016
Demob Date:	6/29/2016	**Completion Date:**	
CERCLIS ID:		**RCRIS ID:**	
ERNS No.:		**State Notification:**	
FPN#:		**Reimbursable Account #:**	

1.1.1 Incident Category

This incident is an Emergency Response due to fire from locomotive engines involved in the collision, resulting in a smoke plume with potential impacts to the town of Panhandle, as well as damage to two railcars containing hazardous materials. BNSF Railway is the Responsible Party (RP).

1.1.2 Site Description

On 28 June 2016 at approximately 0825 CST, two BNSF Railway (BNSF) freight trains collided in Panhandle, Carson County, Texas on the main line known as the Southern Transcon. Initial information received in the National Response Center (NRC Report #1151859) reported an unknown amount of diesel fuel spilled onto the ballast of the rail line. An incident update by BNSF and the Texas Commission on Environmental Quality (TCEQ) reported diesel from the locomotive engines involved in the incident were

burning, with no emergency evacuations or road closures initiated in the area. Due to a weather change at the incident, the smoke plume changed to a northwesterly direction and an evacuation of the area was conducted. Three BNSF personnel are unaccounted for and presumed dead by the Texas Department of Public Safety.

1.1.2.1 Location

The Site is located in Panhandle, TX in Carson County, at 35.3468044°, -101.3654968°. The rail line known as Southern Transcon runs east/west, and is located north of Hwy 60.

1.1.2.2 Description of Threat

Burning diesel from the four locomotive engines (two engines per train), and burning commodities from damaged intermodals caused a plume of smoke to impact the incident location. Changing onsite weather conditions, and changing wind direction prompted an evacuation of a residential area located north-northwest of the incident location. Spilled diesel from the locomotive engines impacted the ballast located on the rail line right of way, soil, and vegetation. No visible impact to water was observed.

The westbound train derailed two locomotives and six railcars. The 6 damaged railcars contained mixed commodities with no hazmat listed on railroad documents. There were 4 railcars containing hazmat that were unaffected.

The eastbound train derailed two locomotives and nine railcars. Railcars 3 and 7 were listed as hazmat on railroad documents. Railcar 3 was listed as UN1866, resin solution (resin solution flammable), and railcar 7 was listed as UN1325, flammable solid, organic, N.O.S. (aluminum). The remaining damaged railcars were listed as mixed commodities with no hazmat listed on railroad documents. The east bound train had 3 other hazmat railcars that were unaffected.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

The EPA and START Contractors arrived in Panhandle, TX at the Carson County Law Enforcement Center at approximately 19:29 on 28 June 2016, and met with Susan Thompson, Jason Pruitt, and Chris Podzemny, Environmental Investigators for the TCEQ Amarillo Region 1 Office. An incident briefing was conducted with the EPA Team, and then the teams proceeded to the incident location.

At the incident location, the EPA Team met with Derrick Lamkin, BNSF representative, and their environmental contractors, CTEH. CTEH described the current air monitoring and sampling operations, which included hourly air monitoring from 13 locations (10 north of Hwy 60, 3 south of Hwy 60) for:

- VOC
- PM 2.5
- CO
- NO
- SO_2

and hourly Air sampling from 4 locations (3 north of Hwy 60, 1 south of Hwy 60) for:

- Aldehydes
- Metals
- PAHs
- VOCs

EPA reviewed the data collected to that point by CTEH. Particulates appeared to be the only potential contaminant of concern. The EPA Team proceeded to locations north of Hwy 60 (directly downwind of incjdent) to conduct air monitoring utilizing two DataRAM 4^{TM} Particulate Monitors. Particulate readings ranged from 0.03 mg/m^3 to 1.60 mg/m^3. Prevailing winds were gusting and there were no sustained readings.

On 29 June 2016, the EPA Team and TCEQ Environmental Investigators accompanied CTEH personnel to

conduct air monitoring concurrently at the 13 Fixed Real Time (FRT) monitoring locations. Average particulate readings for the locations ranged from 0.001 to 0.007 milligrams per cubic meter.

At 13:00 on 29 June a discussion was held with BNSF regarding remaining environmental issues. The fire was completely out and there were no remaining air issues related to the fire. Impacted soils from the diesel discharged or from various commodities whose containers were breached and spilled will be excavated, sampled and sent to either a local non-hazardous landfill or to a designated hazardous waste facility per TCEQ instructions and oversight. The condition of the railcar containing the aluminum material will be assessed once BNSF is able to access it.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

2.1.2 Response Actions to Date

The EPA Team departed the site on 29 June 2016.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

BNSF Railway is the Responsible party

2.1.4 Progress Metrics

Waste Stream	*Medium*	*Quantity*	*Manifest #*	*Treatment*	*Disposal*

2.2 Planning Section

2.2.1 Anticipated Activities

BNSF will excavate, sample and properly dispose of all contaminated soils. BNSF will access and take steps to mitigate any releases from the railcar containing the Aluminum material. Air monitoring activities will continue while soil excavation/disposal activities are ongoing.

2.2.1.1 Planned Response Activities

2.2.1.2 Next Steps

2.2.2 Issues

None

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

No information available at this time.

3. Participating Entities

3.1 Unified Command

3.2 Cooperating Agencies

TCEQ

Carson County Emergency Management

4. Personnel On Site

Agency Personnel;

1 - EPA FOSC

2 - Weston Solution START Contractors

3 - TCEQ investigators

2 - NTSB Investigators

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.

U.S. EPA, Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

Vendor : WESTON SOLUTIONS, INC.

TDD # : 1/WESTON-042-16-023
Amendment # :
Contract # : EP-W-06-042

TDD Title : BNSF Panhandle Derailment
Purpose : TDD INITIATION

Verbal Date : 06/28/2016
Start Date : 06/28/2016
Completion Date : 08/15/2016
Effective Date : 06/28/2016

Priority : HIGH
Overtime Authorized : Yes
Invoice Unit :

SSID : A6NJ
Project/Site Name : BNSF Panhandle Derailment
Project Address : City of Panhandle
County : Carson
City : Panhandle
State : TX
Zip Code : 79068

Work Area : Response / Removal
Work Area Code : RS
Activity : Fund Lead Removal
Activity Code : RV
Operable Unit :
Emergency Code :
FPN :
Performance Based : No

Authorized TDD Ceiling :

	Amount	LOE (Hours)
Previous Action(s) :	$0.00	0.00
This Action :	$12,000.00	0.00
New Total :	$12,000.00	0.00

Specific Elements :
See Schedule

Description of Work :
See Schedule

Region Specific :
CERCLIS: :

Misc 2 :

Accounting and Appropriation Information:

SFO:

Line	Budget / FY	Approp.	Budget Org	Program Element	Object Class	Site Project	Cost Org	DCN Line-ID	Funding Category	TDD Amount
1	16	T	6A00	303DC6	2505	06WQRV00	C001	166ARVC012-001	REMOVAL	$12,000.00

U.S. EPA, Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

Vendor : WESTON SOLUTIONS, INC.

TDD # : 1/WESTON-042-16-023
Amendment # :
Contract # : EP-W-06-042

Project Officer : Will LaBombard (Signature) (Date)		**Branch Mail Code:** **Phone Number :** 214-665-7199 **Fax Number :**
Contracting Officer Representative William Rhotenberry (Signature) (Date)		**Branch Mail Code :** **Phone Number :** 214-665-8372 **Fax Number :**
Contract Specialist: Michael J. Pheeny (Signature) (Date)		**Branch Mail Code :** **Phone Number :** 214-665-2798 **Fax Number :**
Contracting Officer : Michael J. Pheeny Electronically Signed by Michael J. Pheeny 07/11/2016 (Signature) (Date)		**Branch Mail Code :** **Phone Number :** 214-665-2798 **Fax Number :**
Other Agency Official (Signature) (Date)		**Branch Mail Code :** **Phone Number :** **Fax Number :**

Specific Elements: Analyze -Data that has been collected.,Collect -Samples ,Document -The removal activities. Prepare a written report.,Support -The removal activities,Advise -The OSC on disposal options and completion of the removal activities.
Description of Work: The initial TDD funding ceiling is set at $12,000.

Document conditions and conduct air monitoring at the site of the derailment and surrounding areas.

The Contractors shall conduct air monitoring activities at the Site and surrounding areas as directed by the OSC. The Contractors shall document conditions at the Site through photographs and logbook. The Contractor shall assist the OSC in the compilation of any data collected and in the management of said data in Scribe, OSC.net or any other formats as directed. The Contractor shall issue an Acknowledgement of Completion Report summarizing the details of the response in a format as determined by the OSC.

Technical Direction Document

U.S. EPA, Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

Vendor : WESTON SOLUTIONS, INC.

TDD # : 1/WESTON-042-16-023
Amendment # : 001
Contract # : EP-W-06-042

TDD Title : BNSF Panhandle Derailment
Purpose : EXTEND POP

Verbal Date : 06/28/2016
Start Date : 06/28/2016
Completion Date : 10/15/2016
Effective Date : 06/28/2016

Priority : HIGH
Overtime Authorized : Yes
Invoice Unit :

SSID : A6NJ
Project/Site Name : BNSF Panhandle Derailment
Project Address : City of Panhandle
County : Carson
City : Panhandle
State : TX
Zip Code : 79068

Work Area : Response / Removal
Work Area Code : RS
Activity : Fund Lead Removal
Activity Code : RV
Operable Unit :
Emergency Code :
FPN :
Performance Based : No

Authorized TDD Ceiling :

	Amount	LOE (Hours)
Previous Action(s) :	$12,000.00	0.00
This Action :	$0.00	0.00
New Total :	$12,000.00	0.00

Specific Elements :
See Schedule

Description of Work :
See Schedule

Region Specific :
CERCLIS: :

Misc 2 :

Accounting and Appropriation Information:

SFO:

Line	Budget / FY	Approp.	Budget Org	Program Element	Object Class	Site Project	Cost Org	DCN Line-ID	Funding Category	TDD Amount

U.S. EPA, Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

Vendor : WESTON SOLUTIONS, INC.

TDD # : 1/WESTON-042-16-023
Amendment # : 001
Contract # : EP-W-06-042

Project Officer : Will LaBombard *(Signature)* *(Date)*	**Branch Mail Code:** **Phone Number :** 214-665-7199 **Fax Number :**	
Contracting Officer Representative William Rhotenberry *(Signature)* *(Date)*	**Branch Mail Code :** **Phone Number :** 214-665-8372 **Fax Number :**	
Contract Specialist: Michael J. Pheeny *(Signature)* *(Date)*	**Branch Mail Code :** **Phone Number :** 214-665-2798 **Fax Number :**	
Contracting Officer : Michael J. Pheeny Electronically Signed by Michael J. Pheeny 07/21/2016 *(Signature)* *(Date)*	**Branch Mail Code :** **Phone Number :** 214-665-2798 **Fax Number :**	
Other Agency Official *(Signature)* *(Date)*	**Branch Mail Code :** **Phone Number :** **Fax Number :**	

Specific Elements:
Base ORIG - Analyze -Data that has been collected.,Collect -Samples ,Document -The removal activities. Prepare a written report.,Support -The removal activities,Advise -The OSC on disposal options and completion of the removal activities.
Description of Work:
Amendment 001 - This amendment is to extend the POP to 10/15/2016. No additional funding is required.
Base ORIG - The initial TDD funding ceiling is set at $12,000.

Document conditions and conduct air monitoring at the site of the derailment and surrounding areas.

The Contractors shall conduct air monitoring activities at the Site and surrounding areas as directed by the OSC. The Contractors shall document conditions at the Site through photographs and logbook. The Contractor shall assist the OSC in the compilation of any data collected and in the management of said data in Scribe, OSC.net or any other formats as directed. The Contractor shall issue an Acknowledgement of Completion Report summarizing the details of the response in a format as determined by the OSC.